

C-1830-1950

R. & L.H.S.
COLLECTION

6

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PRR



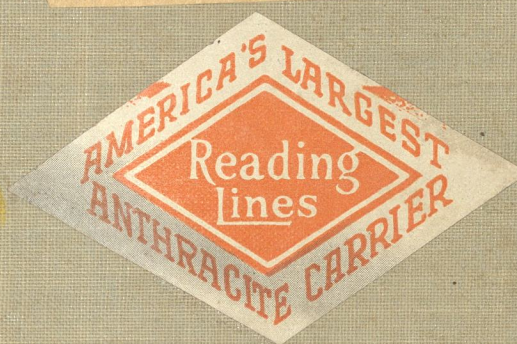
B+O



CNJ



RdS





28/

The RAILROAD HOUR
 FAMOUS MUSICAL SHOWS • GREAT STARS OF
 STAGE SCREEN RADIO
 WITH GORDON MACRAE
NBC NETWORK
Every Monday Night
 Presented by the
AMERICAN RAILROADS

DEAR MR. BUSINESS!

Jersey Central solicits your industrial inquiry.
 Excellent sites available.
 Ready to help you materialize your industrial plans.
 Serving industry for over a century.
 Each patron a satisfied member of the Jersey Central family.
 You, too, can enjoy the advantage of a Jersey Central location.

Centrally located in the most industrialized area of the nation
 Exceptional marketing and distribution advantages.
 Natural resources abundant in Jersey Central territory.
 Thru rates to and from all points in the U.S.A. and Canada.
 Rail and water facilities second to none.
 Ample skilled and unskilled labor available.
 Living conditions for employees above standard.

Let us help you locate on the Jersey Central.
 Industrial development is our specialty.
 Now is the time to act.
 Eager to assist you.
 Sincerely yours,

R. E. ROWLAND
 Industrial Agent
 143 LIBERTY ST., NEW YORK 6, N. Y.
 BArlay 7-9700



NEW YORK IS A BIG PLACE!

*Only B&O takes you
 to the section you choose*

We show you the skyline, too!
 When you arrive in Jersey City, just step from your train to a waiting B&O Motor Coach. Choose the route (there are five—see maps) which takes you to your selection among the thirteen stations and stops in New York and Brooklyn.

Check hand luggage on the train; you will receive it when leaving the Motor Coach.

When you leave New York, choose the most convenient station or stop. Board the Motor Coach, and you have made your train. Hand luggage, checked at a Motor Coach station, is delivered to you on the train.

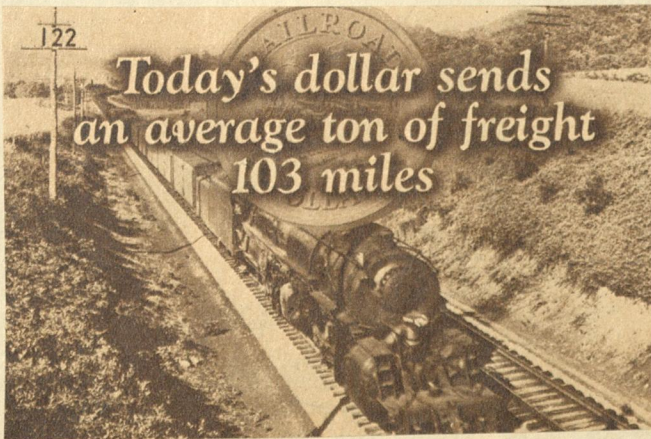
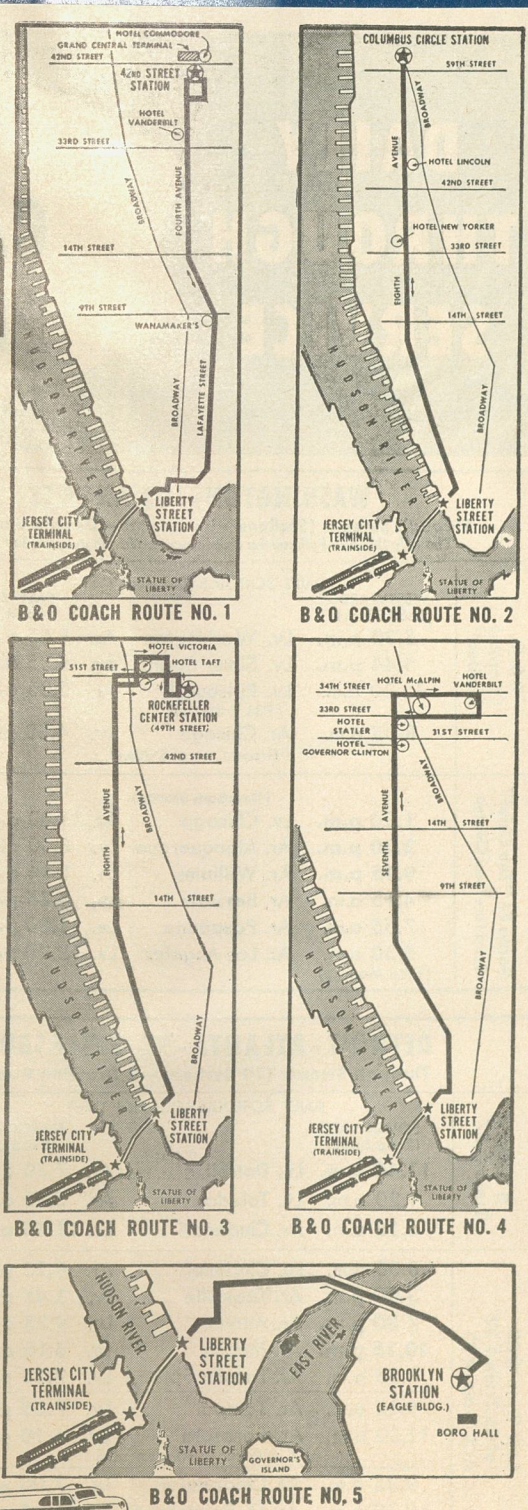
Only B&O provides this ideal way of entering and leaving New York.

B & O MOTOR COACH STATIONS:

- | | |
|---|---|
| 122 E. 42nd Street
(Opposite Grand Central
Terminal and
Commodore Hotel) | Rockefeller Center
49th and Rockefeller Plaza |
| Columbus Circle
Broadway and 59th Street | Brooklyn Station
Eagle Building, Washington
and Johnson Streets |

MOTOR COACH STOPS:

- Hotels Lincoln • New Yorker • Taft • Victoria • Statler
 Vanderbilt • McAlpin • Governor Clinton • Also,
 Wanamaker's, 4th Ave. & 9th St.



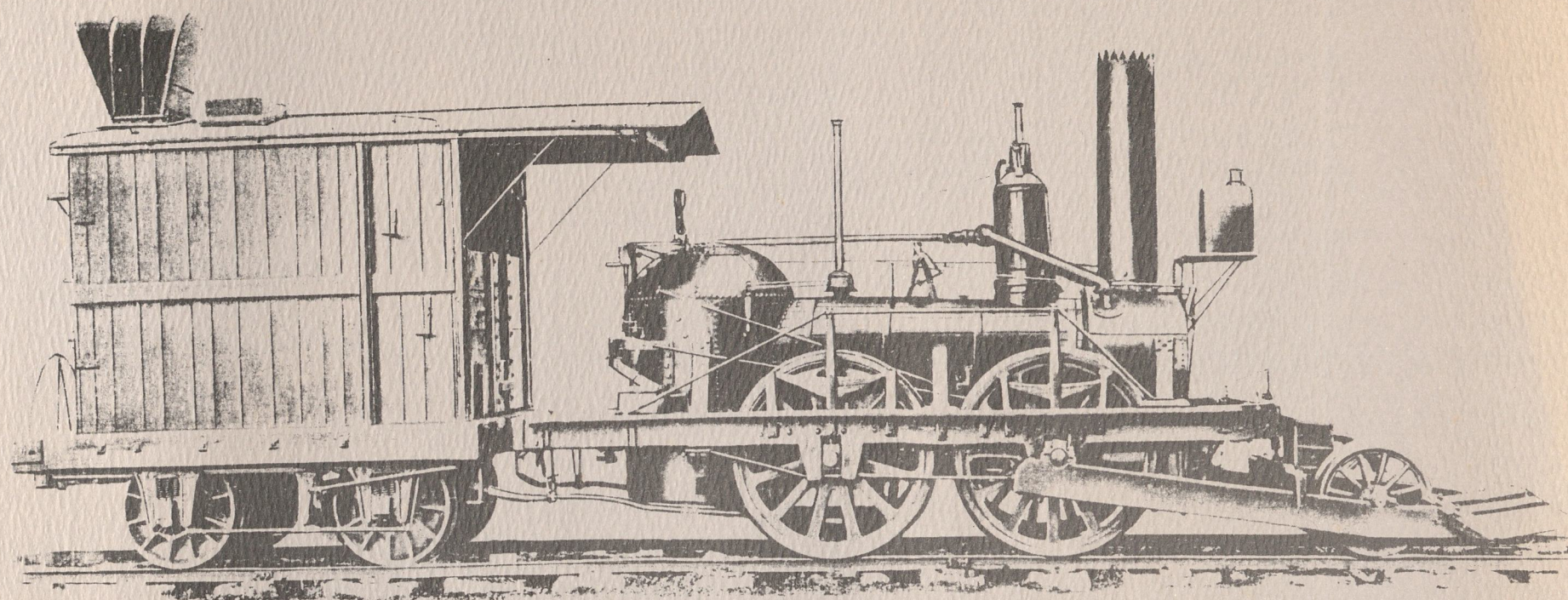
Meals at One Dollar on the Pennsylvania

Meals at one dollar, a luncheon or a dinner, can now be had on the dining cars of the Pennsylvania Railroad, special combination lunches and dinners being served at this price, on all cars throughout the System. This convenience is in addition to the usual a la carte features. During a brief experimental period about thirty different combinations have been tried. Others are being added, and changes are to be made frequently, in order to afford variety of choice as well as to determine those which are most popular. Each special combination consists of either meat or fish, two vegetables, rolls and coffee, tea or milk.

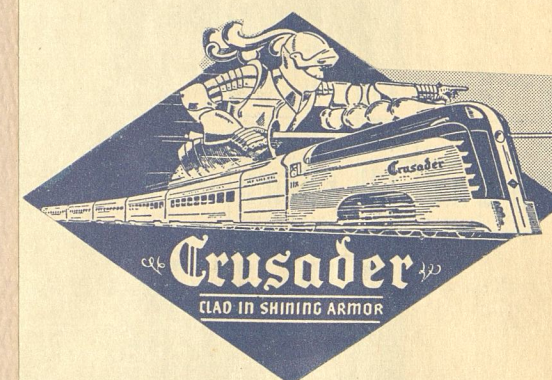
Donated to:

RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

F. Ray McKnight



John Bull year 1831



DEDICATION

To all the citizens who projected, constructed and operated the pioneer railroads of the United States.

Oct 1940



WHAT BETTER TIME THAN NOW for a Weekend at ATLANTIC CITY

America's greatest year-round resort, where you may rest, relax, or play to your heart's content. The sea air, the sun, the bright, refreshing sights will do wonders for you!



And what better way to GO than on the **BLUE COMET**
"Seashore's Finest Train"

Offering outstanding travel luxuries at no extra cost:

- ★ INDIVIDUAL RESERVED SEATS
- ★ LADIES' LOUNGE
- ★ OBSERVATION CAR
- ★ DINER

ALL AT THE REGULAR COACH FARE...
NO EXTRA CHARGES

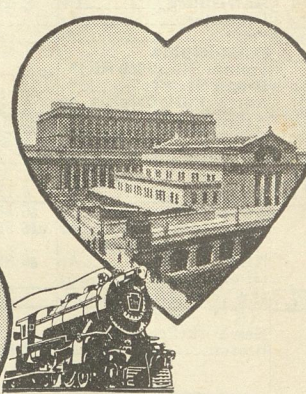
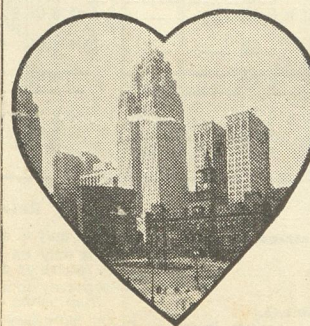
This volume, # 6, of 204 pages contains 1,484 clippings viz:-

Road	Pages	Clips
Introduction	A-E	28
Pennsylvania	1-84	604
Baltimore & Ohio	85-150	461
New Jersey Central	151-172	155
Reading [P. & R.]	173-204	236

**BUFFALO
ROCHESTER
AND
PITTSBURGH
RY.**

"SAFETY AND SERVICE"

Between the
Heart of
CHICAGO
and the
Heart of
DETROIT



3 fast trains daily
in each direction
led by

The DETROIT ARROW
4¾ hours... Chicago-Detroit



SEE AMERICA'S EXPOSITION

THIS YEAR

FROM May 29 to Nov. 11, 1935, the CALIFORNIA PACIFIC INTERNATIONAL EXPOSITION will be held at San Diego in beautiful Balboa Park. The Exposition will portray in a pageant of modern and old world wonders the growth of a western empire which began almost four centuries ago when San Diego was discovered by Cabrillo. America's Exposition of 1935 symbolizes the new era of development beginning in the west.

This great exposition of countless exhibits of industry, commerce and culture, depicting man's advancements, will doubly enhance a visit to the West this year.



Air-conditioned trains and low fares insure a safe, comfortable and economical trip if you go by rail... See your nearest B. & O. ticket agent for additional details concerning a trip to San Diego or any part of the West.



STOPOVER AT WASHINGTON!

The Baltimore and Ohio is the only line between the East and West passing directly through Washington. Liberal Stopovers.

IN 1906 — a train of 6 coaches
and locomotive cost
\$59,092

AFTER WORLD WAR I
9 steel coaches, a diner
and locomotive cost
\$257,000

TODAY — a Pennsylvania R.R.
overnight coach train, 14
cars, diner and steam
locomotive, costs
\$1,655,450

**'\$59,092 ONCE BOUGHT AN ENTIRE TRAIN
... NOW A SINGLE COACH COSTS \$90,000 !**

Postwar passenger coaches now in service on the Pennsylvania Railroad's overnight, reserved-seat, coach-fare trains, *The Trail Blazer* and *The Jeffersonian*, cost \$90,000 each.

About 40 years ago, an entire train of six coaches and locomotive which then seemed to challenge further improvement, cost only \$59,092.

A 1922 all-steel train—a locomotive, 9 coaches and a diner—cost \$257,000.

But today's air-conditioned overnight coach train, with its modern, multi-cylinder steam locomotive, 14 cars and diner, costs \$1,655,450. That's 28 times the cost of the coach train of 1906. Furthermore, today's coach, built for spacious, reclining-seat comfort, is designed to accommodate 44 passengers as against 62 in the coach of 1906 and 88 in the coach of 1922.

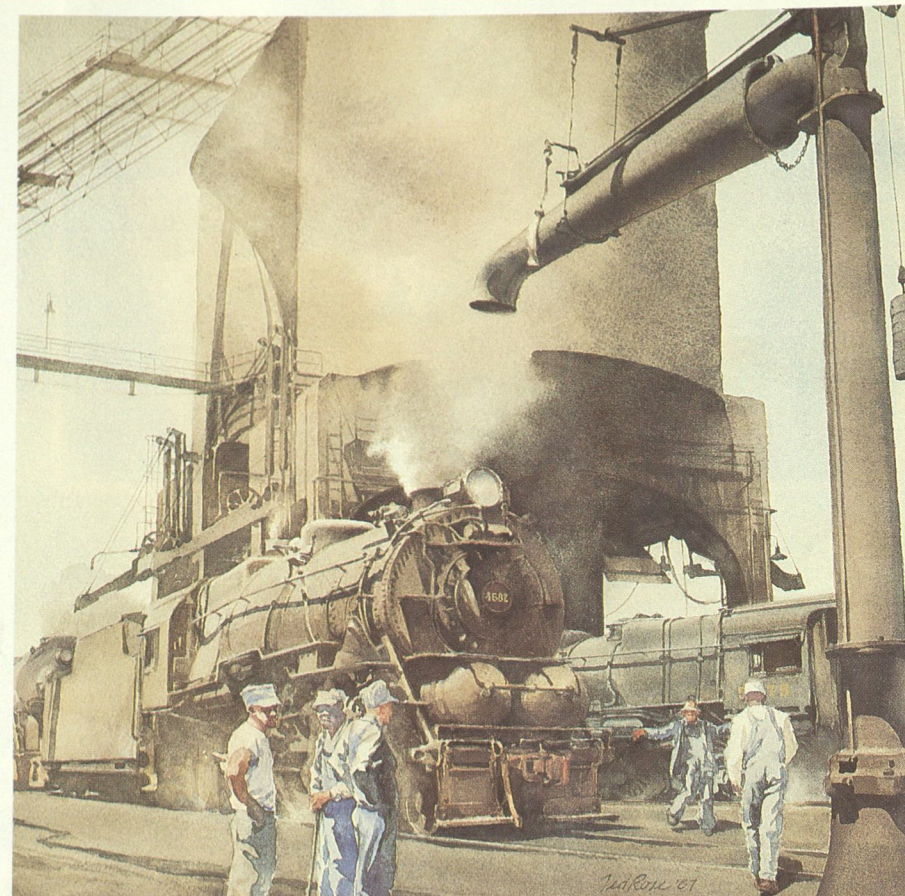
A locomotive in the 1906 train cost \$13,936. An engine in the 1922 train cost \$43,600. Locomotives to haul these new coaches cost approximately \$282,450 each for the steam-powered model; \$320,000 each for the electric and, for the 6,000 horsepower Diesel, approximately \$625,000.

Many new features have been built into these postwar cars. They are more spacious, have fewer seats and much larger washrooms. The longer wheel base and improved trucks and springs assure smooth, easy riding at all speeds.

It adds up to more for your travel dollar than ever before in transportation history. For even though this postwar coach costs more than yesterday's entire train, you ride for less per mile than it cost to ride the train of 1906.

PENNSYLVANIA RAILROAD

 *Serving the Nation* 



*For the days of your life
that you'll never forget...*



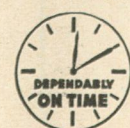
Visit wonderful
WASHINGTON

No American's life is ever complete until he visits our capital on the Potomac. This beautiful city offers not only an exciting vacation but also a renewal of patriotic faith in our American way of life.

In Washington, you find the old and the new; historic shrines blend with the modern buildings of a busy government. Here are great museums and art galleries, magnificent libraries—a thousand things to see and to do. Plan your visit now.

**Your pleasure will be greater still
—if you travel B&O!**

The scenic ride on the Baltimore & Ohio is an important part of your trip. You'll like the smooth glide of Diesel-electric power, the comfort of air-conditioning, the restfulness of coach or sleeper, the friendliness of the lounges. Fine B&O food tops off your good time, and the traditional B&O courtesy is something "to write home about." Be sure to go B&O!



BALTIMORE & OHIO RAILROAD

The only railroad, between the East and the West, which passes directly through Washington. Liberal stopover privileges!

Clips initialed 'OKM' are those salvaged from a former scrapbook of my father's.

Where a construction number [c/n] is shown it is for the engine illustrated.



Groundwork

Millions will be needed for "Deferred Maintenance"

TODAY'S mighty war loads are riding on foundations like that pictured . . . "highways" into which the railroads have put more than 4 billion dollars for improvements since the last war.

But wear and tear on roadway, bridges, locomotives, cars and equipment have been terrific. And material and labor for needed maintenance are not obtainable now beyond the minimum necessary for safe, continued operation. As a result, much work that should be done has had to be deferred.

Money from current revenue should be saved to pay for the needed repairs and replacements when material and labor are available. But the tax law forbids. If money for needed repairs cannot be spent as it is earned it is considered "profit" and practically taxed away.

But it isn't profit. It is the life-blood of the railroads.

To tax this money away, simply because it cannot be spent now due to war conditions, threatens the backbone of American transportation.

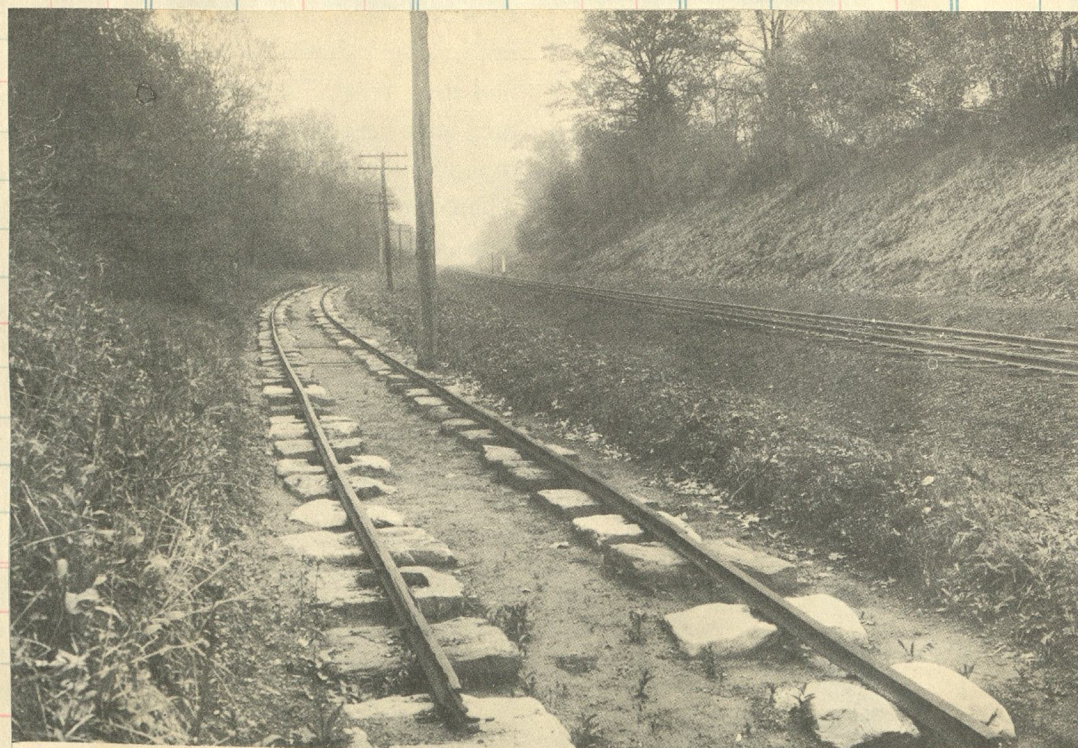
Congressional amendment of the tax law to permit this money to be put aside for replacements would mean strong postwar railroads and thousands of jobs for returning fighting men.

PENNSYLVANIA RAILROAD

Serving the Nation

★ 53,490 entered the Armed Forces ★ 906 have given their lives for their Country

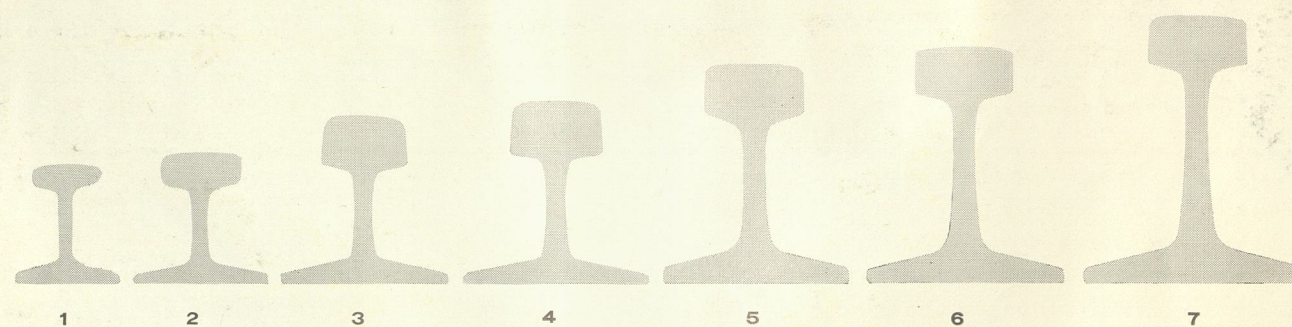
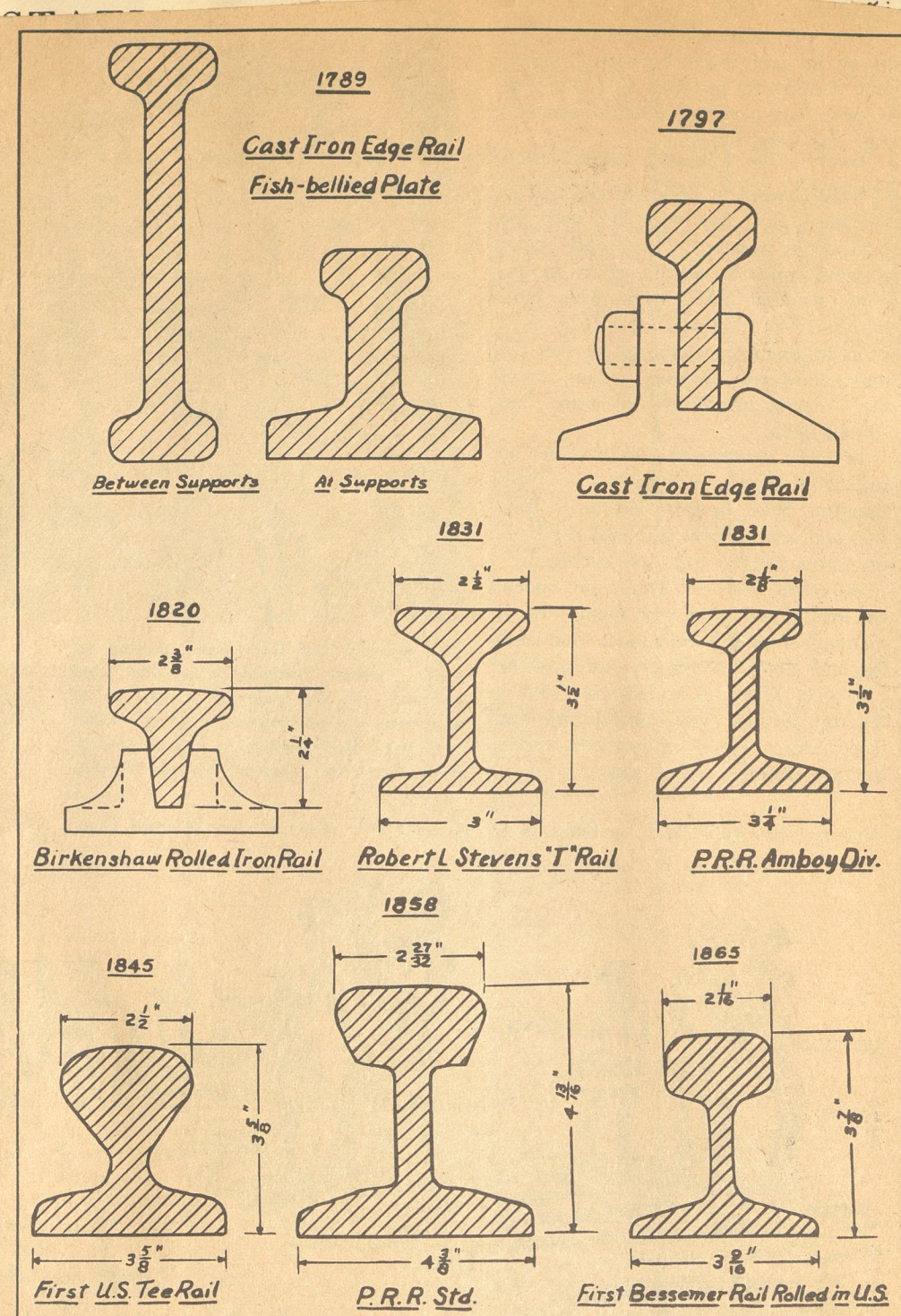
BUY UNITED STATES WAR BONDS AND STAMPS



Courtesy Pennsylvania Railroad.

CENTURY OLD TRACK

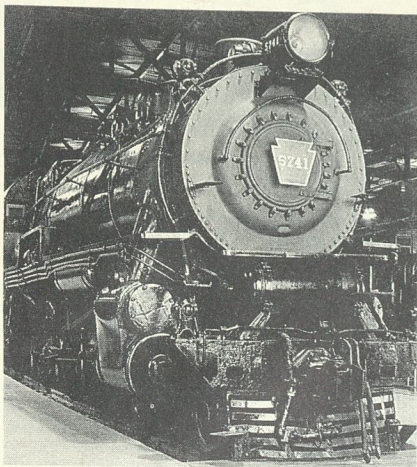
Iron rails laid on stone sills were intended to make a "permanent" track but they were not long used. This bit of track a century old is part of the Camden & Amboy, near Jamesburg, New Jersey.



RAIL DEVELOPMENT ON THE PENNSYLVANIA

- No. 1—The original 36-pound rail, laid in the Camden & Amboy track in 1831. This rail, designed by Robert L. Stevens, was $3\frac{1}{2}$ inches high with a base $3\frac{1}{4}$ inches wide. It was rolled by Guest, Lewis & Company at the Dowlais Works, Cardiff, Wales.
- No. 2—This was a 57-pound, 4-inch rail, rolled at the Dowlais Works in 1866. It was one of the first steel rails used in the United States.
- No. 3—The Pennsylvania's standard 85-pound steel rail, 5 inches high with a 5-inch base, rolled by the Pennsylvania Steel Company in 1887.
- No. 4—Standard 100-pound rail, $5\frac{1}{2}$ inches high with $5\frac{1}{2}$ -inch base, adopted in 1892.
- No. 5—Standard 130-pound rail adopted in 1916 and now used in the greater part of the Pennsylvania's main line trackage. This rail has a height of $6\frac{3}{8}$ inches.
- No. 6—Modified 130-pound rail adopted for main line track in 1931. This rail actually weighs 131 pounds and is $7\frac{1}{2}$ inches high with a 6-inch base.
- No. 7—The new 152-pound rail, designed for the most severe service conditions in main line track. This rail is 8 inches high with a base $6\frac{3}{4}$ inches wide. It was first laid on May 20, 1931.

**Catch the Standard Railroad of the World...and more...
at the Railroad Museum of Pennsylvania**



Come visit the heart of Pennsylvania Dutch Country and experience a part of the colorful history of railroading in Pennsylvania.

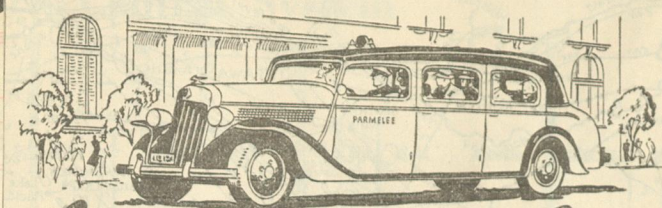
Enjoy one of the world's finest collections of motive power and rolling stock—from Baldwin's magnificent **Tahoe** to stately Pennsy steam and electrics, ride behind "The World's Fastest Locomotive," #7002, on the Strasburg Rail Road, and learn of Pennsylvania's role in railroading history.

Sixty-five classic locomotives and cars are waiting for you at the Railroad Museum of Pennsylvania, located adjacent to the Strasburg Rail Road.

RAILROAD MUSEUM OF PENNSYLVANIA
P.O. BOX 15
STRASBURG, PA 17579
(717) 687-8628

Hours: Apr.-Oct. Mon.-Sat. (9-5)
Sunday (11-5)
Nov.-Mar. Closed Mon.

Yo



Luxurious **PARMELEE Coaches**
between Stations in Chicago

Parmelee Transfer service in Chicago keeps pace with the progress of America's railroads. Parmelee limousine coaches, operating between stations, are smart and luxurious. Service offered by the Parmelee organization also includes transportation from your incoming station directly to downtown hotels, clubs, stores, or theatres, and, on advance request, the assistance of a Women's Department in planning between-trains activities for women. There is no additional expense to holders of through tickets with Parmelee coupons.

Baggage transfer to or from train to any address in Chicago or its suburbs.

**Railroads Meet All
Wartime Needs**

"No similar achievement in railroad history can approach what labor and management have accomplished in transportation during this war. With equipment abused from over-use, with trains and shops lacking in men, the railroads have carried arms and armies and have met all wartime needs of our country with amazing success and on a scale previously considered impossible."

—Phoenix, Ariz., Republic



"If the shippers and consumers of this coal want to help win the war, they will ship and buy and stock all the coal possible in the spring and summer months." JOSEPH B. EASTMAN, Director, Office of Defense Transportation.

"A full coal bin is the best possible insurance anybody can have against a wartime coal shortage." H. A. GRAY, Acting Director, Office of Solid Fuels Coordination for War, HAROLD L. ICKES, Coordinator.

"To produce and transport the tremendous quantity of oil required for war, we need, and will continue to need, the ever greater efforts and cooperation of every individual." HAROLD L. ICKES, Secretary of the Interior and Petroleum Coordinator for War.

AMERICA today is pouring out war materials faster than all the Axis powers combined.

The months ahead will see production of guns, tanks, planes, ammunition in a rising flood beyond anything ever imagined.

That's putting on the heat—and it takes heat—to do it.

It takes millions of tons of coal—millions of gallons of oil—to keep America's war factories booming.

Production of bituminous and anthracite coal, most of which moves by rail, has been stepped up to nearly 12,500,000 tons a week.

About 750,000 barrels of oil a day

are rolling into the East by rail—more than 50 times the volume the railroads normally bring in.

The railroads will keep right on doing their part in "putting on the heat" to the best of their ability. But there is a limit—set by the number of tank cars and coal cars in existence.

And that's where you come in.

In normal times, one coal car in every four is needed to move fuel for home-heating.

If you fill your bins now, that means more cars—more power—more heat to keep our increasing production program going full speed ahead through the winter.

Buy the rest of your coal now and help put the heat on Hitler!

ASSOCIATION OF
AMERICAN



RAILROADS

WASHINGTON, D. C.

1942

Reading's First Woman Brakeman

Helen Barlow, of Philadelphia, donned the smart blue uniform and cap that is regulation dress, and took over her new duties in December—Now 20 more young women are being trained for suburban service.



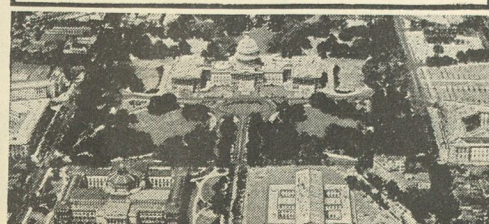
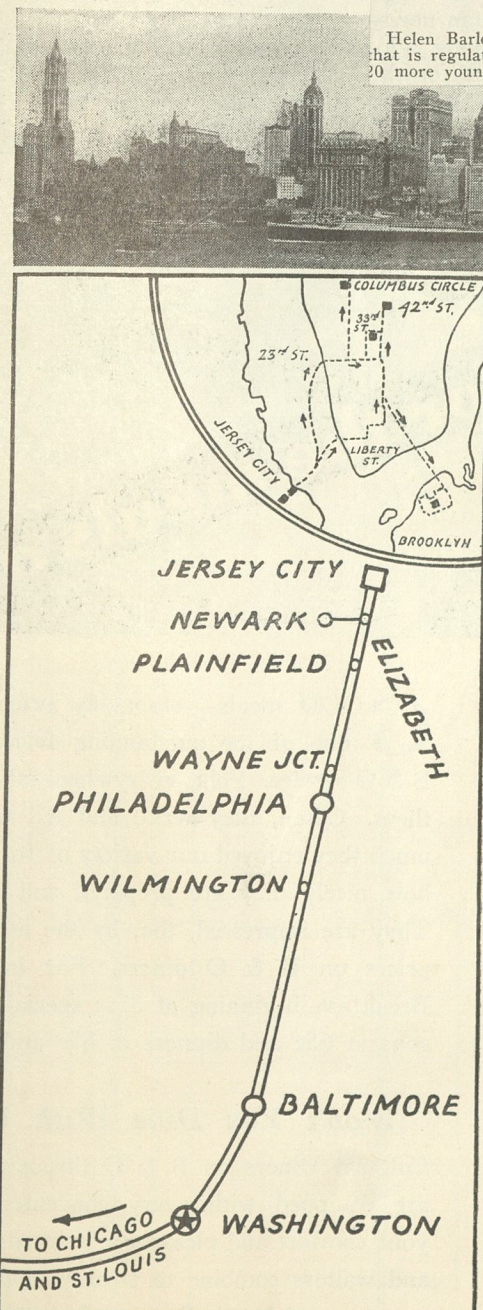
1943

IN and OUT of NEW YORK via the B & O

gives you more comfort and convenience

WHETHER you are arriving or leaving New York, the B.&O. offers a number of service features of distinct advantage . . . with the added opportunity to view the famed Hudson River Skyline.

- **First**, the B. & O. provides the only free motor coach service directly between the Jersey City train-side and the heart of Manhattan and Brooklyn. You avoid traffic worries, and there are no steps to climb or tipping . . . No bother with hand-baggage, either,—it is checked in the coach to your destination or train seat.
- **Second**, leading a fleet of conveniently scheduled modern Air-Conditioned trains between New York and Washington, is *The Royal Blue*. Streamlined and high-powered, this fine light-weight train sets new standards in travel joys. Its smooth, gliding motion, plus unique equipment and mechanical innovations, assure a comfortable, pleasant ride.
- **Third**, on its night trains between New York and Washington are a variety of accommodations, including regular berths, and private bedrooms. The bedrooms, for single or double occupancy, afford extra conveniences and privacy at moderate cost.
- **Fourth**, the night trains also carry Reclining Individual Seat Coaches equipped with buffet-counter for light lunches, and are especially designed for comfortable as well as economical overnight travel. Special coach fares in effect each night between New York and Washington.
- **Fifth**, and well up among the things for which the B. & O. is preferred is its dining car service—good meals at reasonable prices, and served with old-fashioned hospitality.



1944

Ranny Routt, Washington Evening Star.

Something unheard of in railroading occurred December 23, when the Washington Union Station closed its doors! The photo shows the 760-foot concourse which was designed to accommodate 25,000 people at one time. Conservative estimates place the number in the station that Saturday afternoon at 100,000. All ticket sale records were broken with \$235,000. Congestion began getting serious about noon, and when trains left with passengers hanging on the steps, additional police were called. The doors just couldn't be closed, for no one would get off and hundreds more were still trying to get aboard. By 4:30 the situation had become very serious as passengers packed the concourse and some had even succeeded in scaling the high iron fence. Late in the evening several railroads stopped ticket sales entirely for a several-hour period. Regardless of whether a passenger held Pullman or coach reservations, it was almost an impossibility to get to the train, resulting in a great deal of Pullman space going out empty. Crews had to be taken out to the trains by way of the post office and the mail ramps. Something drastic had to be done, so the station was finally closed until some order could be restored.

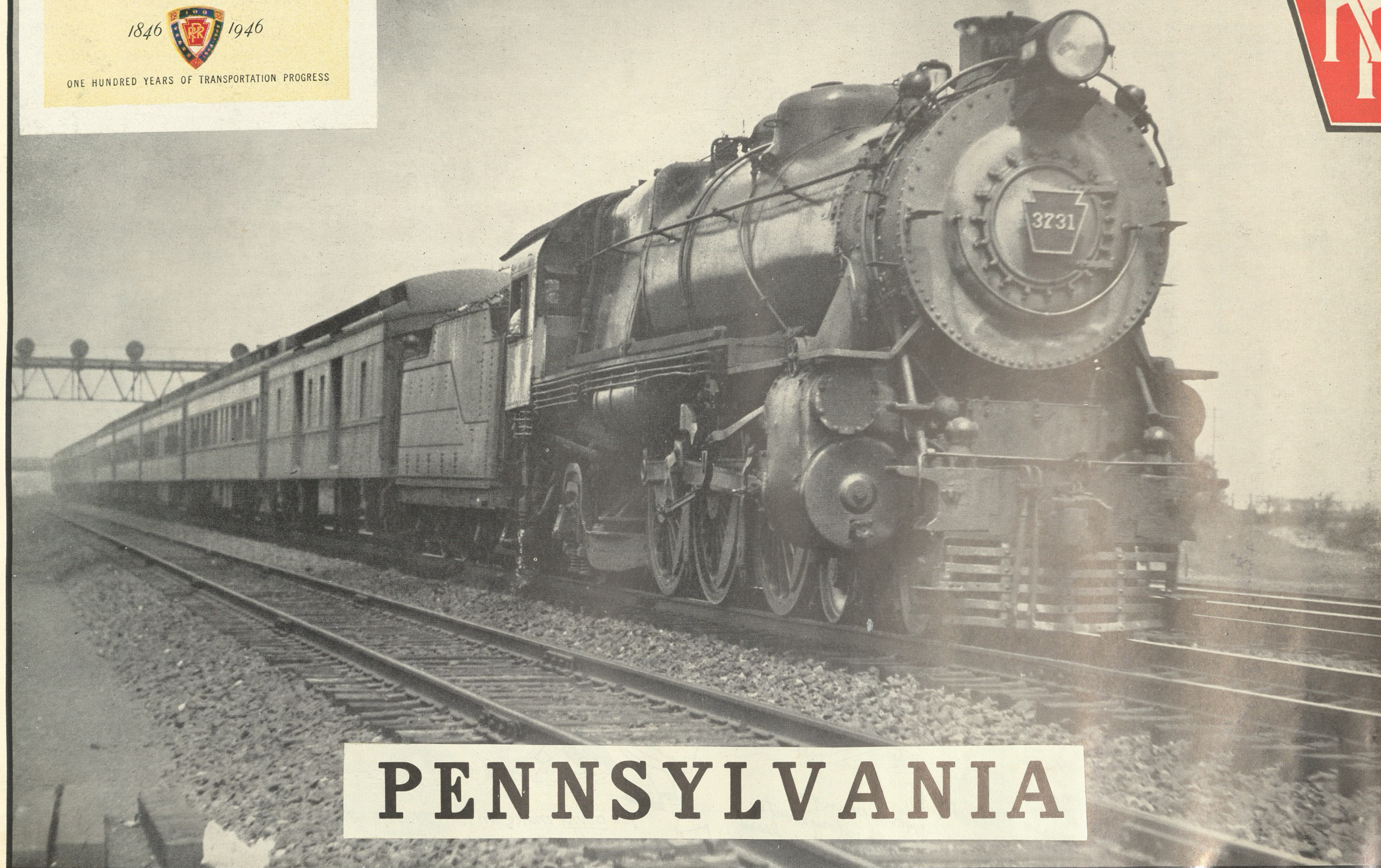
B. & O. motor coaches at New York traverse the principal business, hotel and theatrical districts, with 14 stations and connection points, as follows: STATIONS—42nd St., opposite Grand Central Terminal and Commodore Hotel; Columbus Circle (59th and Broadway); 35 W. 33rd St. (adjacent to Empire State Bldg.). In Brooklyn: 191 Jerusalem St., near Borough Hall. HOTEL CONNECTIONS—Lincoln, New Yorker, Commodore, Pennsylvania, McAlpin, Governor Clinton, Vanderbilt; also Wanamaker's Store. In Brooklyn: St. George and The Towers Hotels.

BALTIMORE & OHIO

PENNSYLVANIA RAILROAD

1846 1946

ONE HUNDRED YEARS OF TRANSPORTATION PROGRESS



PENNSYLVANIA

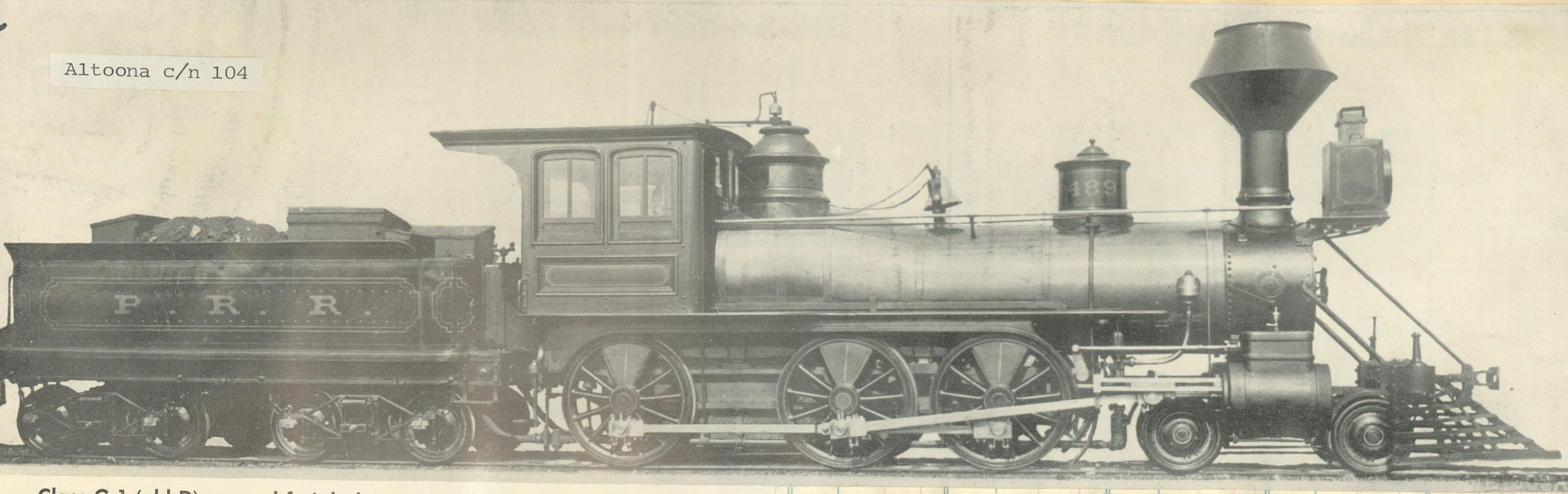
All this has vanished from the New York Division. No longer do the classic K-4's roll the Spirit of St. Louis, the Broadway, the Congressional and other flyers down the well-polished steel past Monmouth Junction, where the legend says

there is a train every five minutes all 24 hours, and through Rahway where this pre-electrification photo was taken. By Anthony P. Formanek, Railroad Photographic Club.



High Speed Between Washington and New York on the Pennsylvania Railroad

Altoona c/n 104



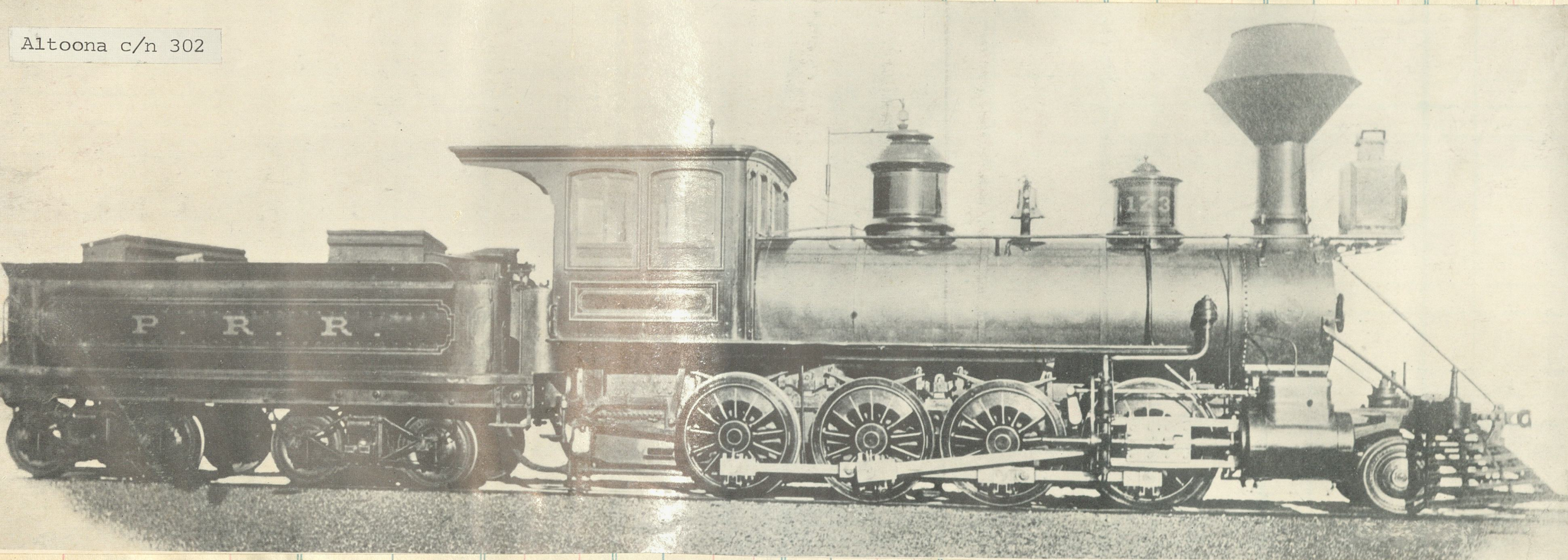
Class G-1 (old D) general freight locomotive

Road number	489	Boiler pressure, lbs. per sq. in.	125
Built	PRR, 1871	Total weight of engine, lbs.	83,500
Cylinders, diameter and stroke, in.	18 x 22	Weight on drivers, lbs.	58,400
Diameter of drivers, in.	56	Grate area, sq. ft.	14.5
Tractive power, lbs.	13,520	Evaporative heating surface, sq. ft.	1087

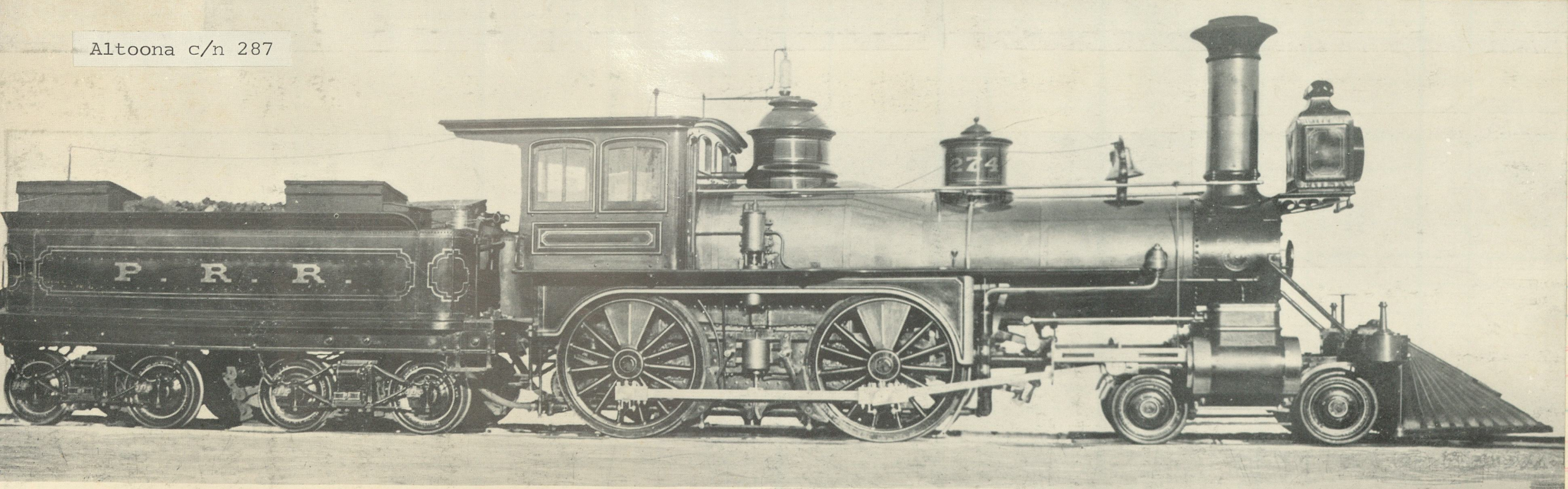
Class H-1 (old I) heavy freight locomotive

Road number	173	Weight on drivers, lbs.	79,400
Built	PRR, 1875	Weight on leading truck, lbs.	12,240
Cylinders, diameter and stroke, in.	20 x 24	Weight of engine and tender, lbs.	152,000
Diameter of drivers, in.	50	Grate area, sq. ft.	23
Tractive power, lbs.	20,400	Evaporative heating surface, sq. ft.	1259
Boiler pressure, lbs. per sq. in.	125	Tender capacity: Tons of coal	4
Total weight of engine, lbs.	91,640	Gallons of water	2400

Altoona c/n 302



Altoona c/n 287



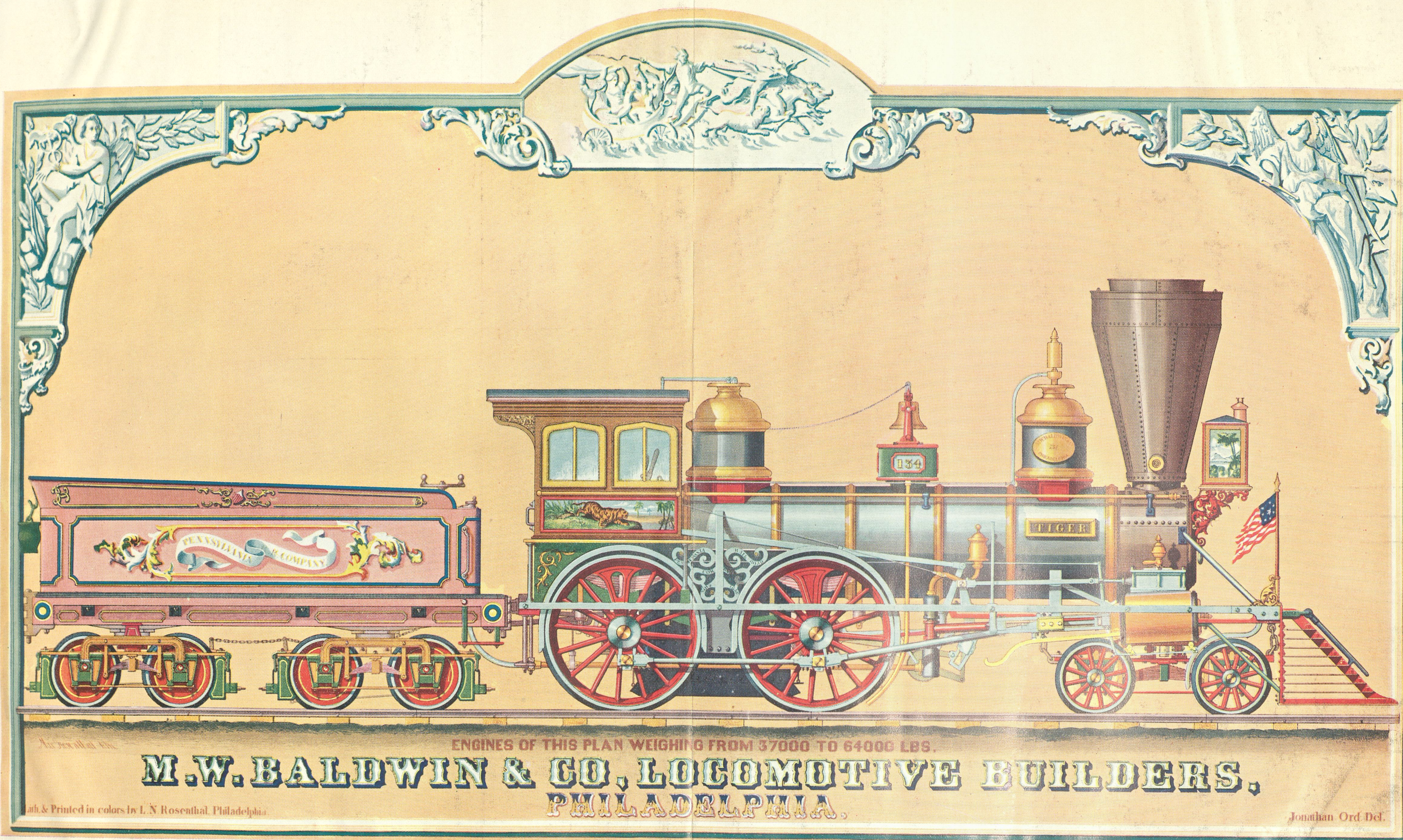
Class D-3 (old C) passenger and freight locomotive

Road number	274	Weight on drivers, lbs.	50,950
Built	PRR, 1875	Weight on leading truck, lbs.	8,150
Cylinders, diameter and stroke, in.	17 x 24	Weight of engine and tender, lbs.	139,000
Diameter of drivers, in.	62	Grate area, sq. ft.	17.6
Tractive power, lbs.	11,890	Evaporative heating surface, sq. ft.	1083
Boiler pressure, lbs. per sq. in.	125	Tender capacity: Tons of coal	4
Total weight of engine, lbs.	79,103	Gallons of water	2400

Went to Phila & Erie #1026 in 1881, renoed 2026; to PRR #30 in 1888, to Perry County in 1903.

NOTE

The construction numbers shown for the Altoona Machine Shops prior to #1770 [July 1892] are not official and are used only for identification to correspond with Altoona records.

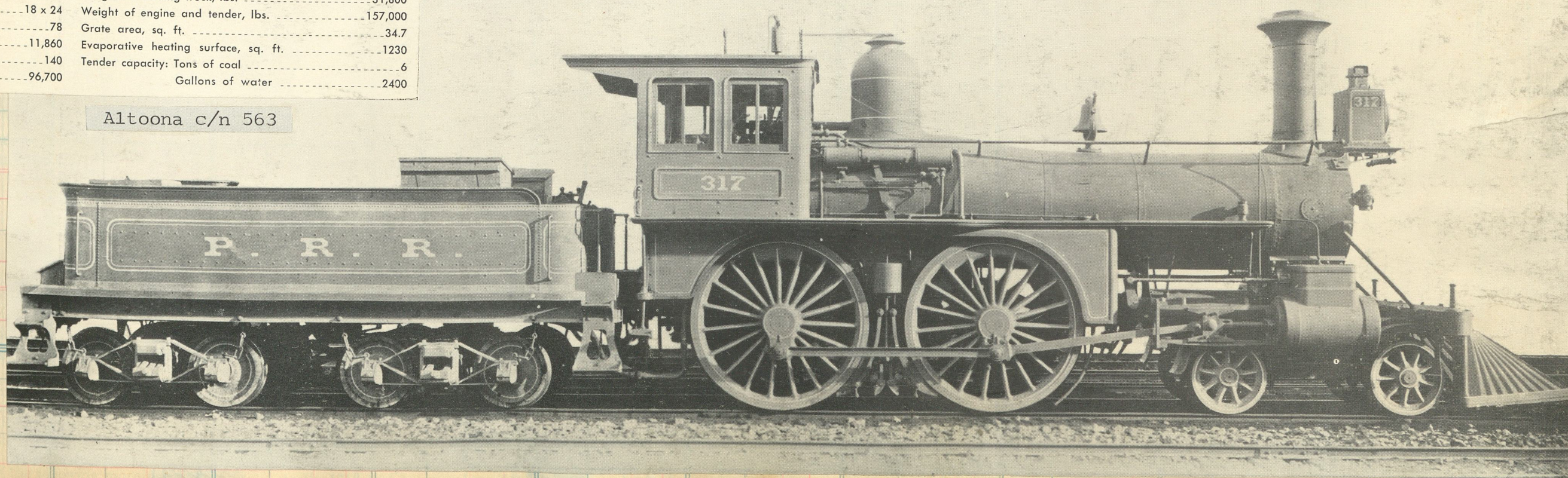


#134 the TIGER c/n 731 Baldwin 1856

Class D-6 (old K) passenger locomotive

Road number	317	Weight on drivers, lbs.	64,900
Built	PRR, 1881	Weight on leading truck, lbs.	31,800
Cylinders, diameter and stroke, in.	18 x 24	Weight of engine and tender, lbs.	157,000
Diameter of drivers, in.	78	Gate area, sq. ft.	34.7
Tractive power, lbs.	11,860	Evaporative heating surface, sq. ft.	1230
Boiler pressure, lbs. per sq. in.	140	Tender capacity: Tons of coal	6
Total weight of engine, lbs.	96,700	Gallons of water	2400

Altoona c/n 563

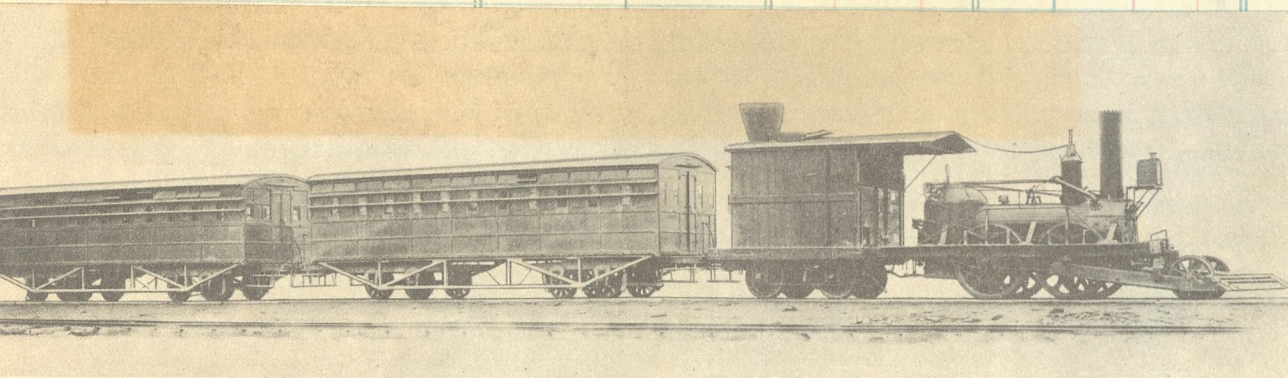




TRAVEL ONE HUNDRED YEARS AGO

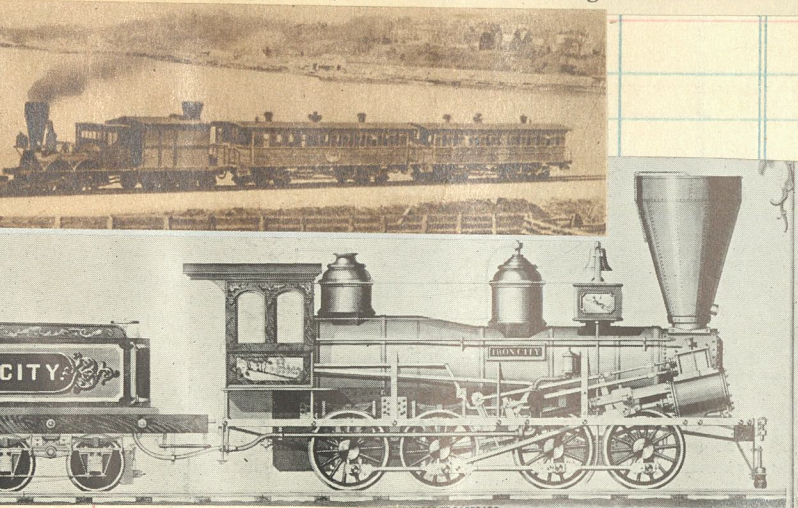
The ox-cart, the canal-boat, the post-chaise, the stage-coach, and an engine drawing a train of coach-like cars on the rails, gathered at Bordentown, New Jersey, on the Camden & Amboy Railroad.

From a painting in the possession of Wm. W. Matos.



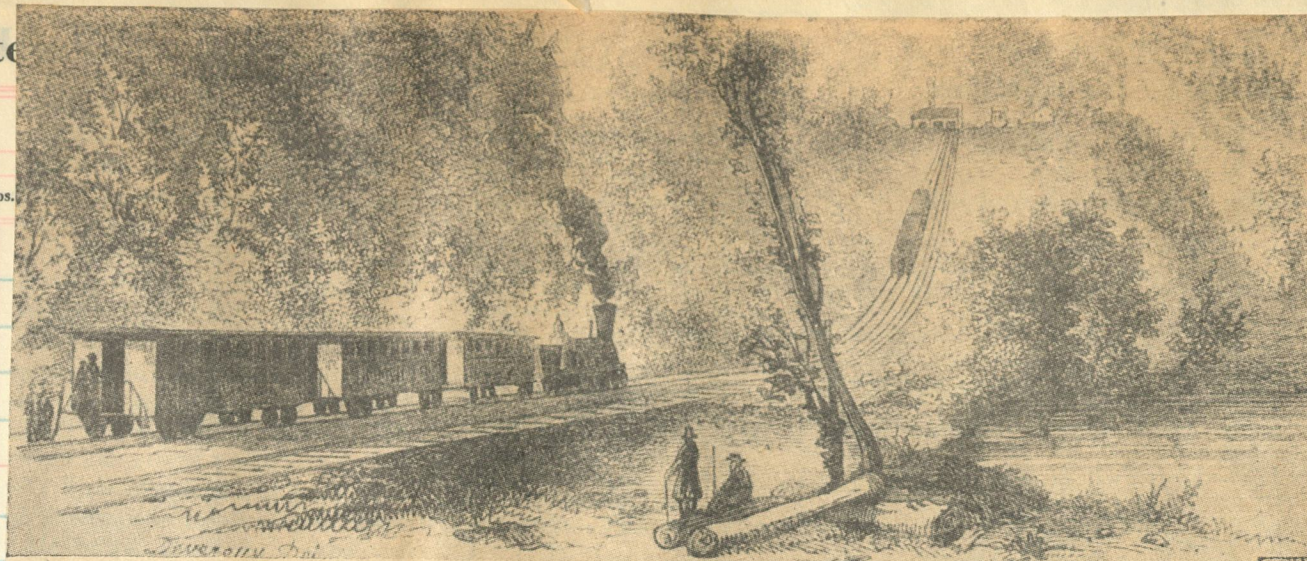
"JOHN BULL" COMES TO AMERICA

The Camden & Amboy imported their first engine from England. This "John Bull" and its train stand in the National Museum at Washington. The first coaches used were more like stage-coaches than the ones here shown. The long "cow-catcher," riding on its own little wheels, was added after the engine went into service in New Jersey.



#95, the "Iron City", one of Baldwin's successful 'flexible-beam-truck' 0-8-0 engines. Built in 1854, c/n 574.

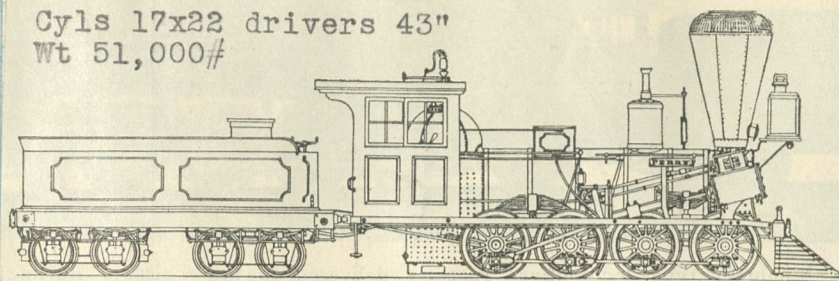
Cincinnati & Chicago Air Line



HOISTING A TRAIN OVER MOUNTAINS 100 YEARS AGO

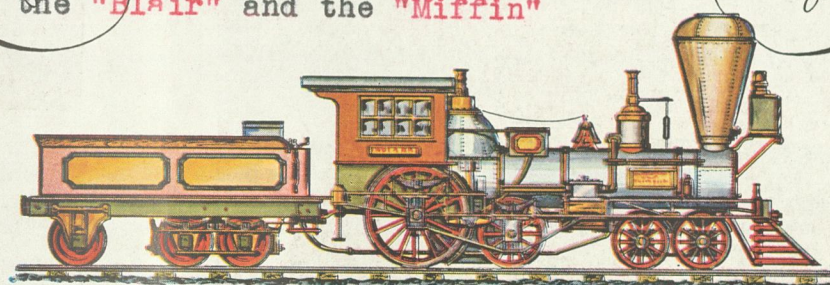
Ten inclined planes were used by the old Allegheny-Portage Railroad during the years 1831 to 1850 to carry freight and passengers over the mountain barrier between Hollidaysburg and Johnstown, Pa. Locomotives hauled the cars to the foot of the mountains, as shown above, and then stationary engines and cables hoisted them on the inclined planes over the crest. The engines were operated by 35 stationary engineers, according to the Pennsylvania Railroad, which in 1946 is observing its 100th anniversary, and which provided this picture.

Cyls 17x22 drivers 43"
Wt 51,000#



The "Perry" built for the Pennsylvania in 1848, Builders Construction Number 334.

The "Indiana" blt by Baldwin in July 1849 for passenger service between Harrisburg and Lewistown. Two others of same order were the "Blair" and the "Miffin"

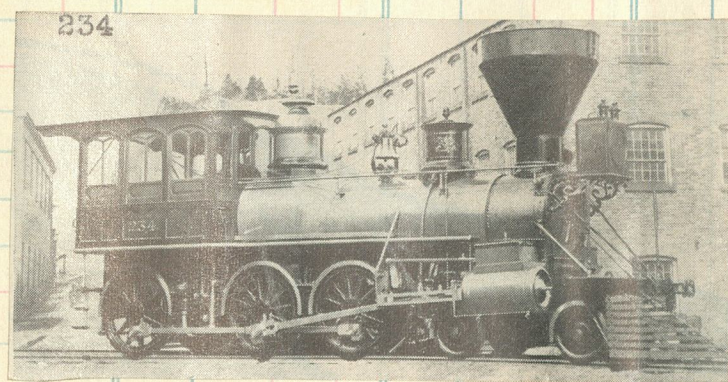


THE first Baldwin locomotives for the Pennsylvania, the "Dauphin" and the "Perry", were built in November 1848. They were of the 0-8-0 type, with cylinders 17 x 22 inches and driving wheels 43 inches in diameter. Ready for service, they weighed, each, about 51,000 pounds.

Both sold to Philadelphia & Reading

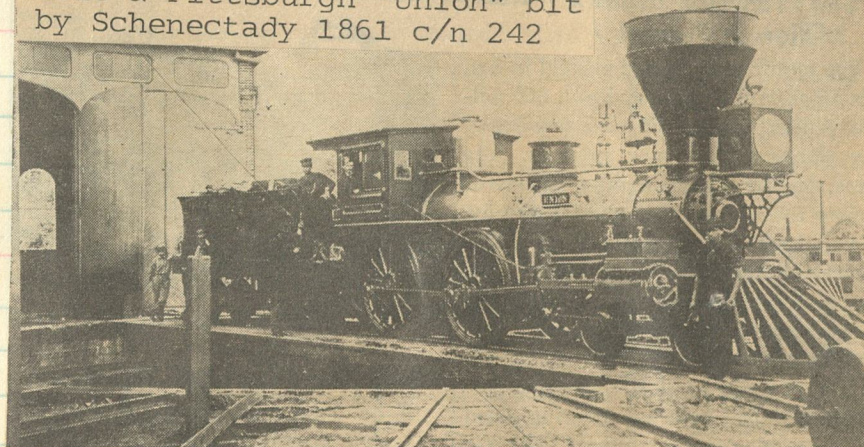
Chartered April 13, 1846

The Pennsylvania Railroad hauls more freight and carries more passengers than any other railroad in the world. . . . It operates more miles of track than any other American railroad and moves the heaviest steam hauled mainline traffic, over the Alleghenies between Altoona and Pittsburgh. . . . The greatest show on earth is the continuous parade of trains on the electrified New York-Philadelphia line. . . . The Pennsylvania has paid a cash return to stockholders continuously since 1847, the longest record of any American corporation. . . . About half the country's population and two thirds of the country's wealth and resources are in territory reached by Pennsylvania. . . . A capital investment of over three billion dollars is represented in the railroad, which is owned by 218,000 stockholders. . . . Gross revenues are the largest of any railroad in the United States. . . . Although coal is only 21 per cent of freight revenue, Pennsylvania is the country's greatest coal carrier. . . . Truly a study in superlatives is the Pennsylvania Railroad.



Rogers 1862 c/n 1011

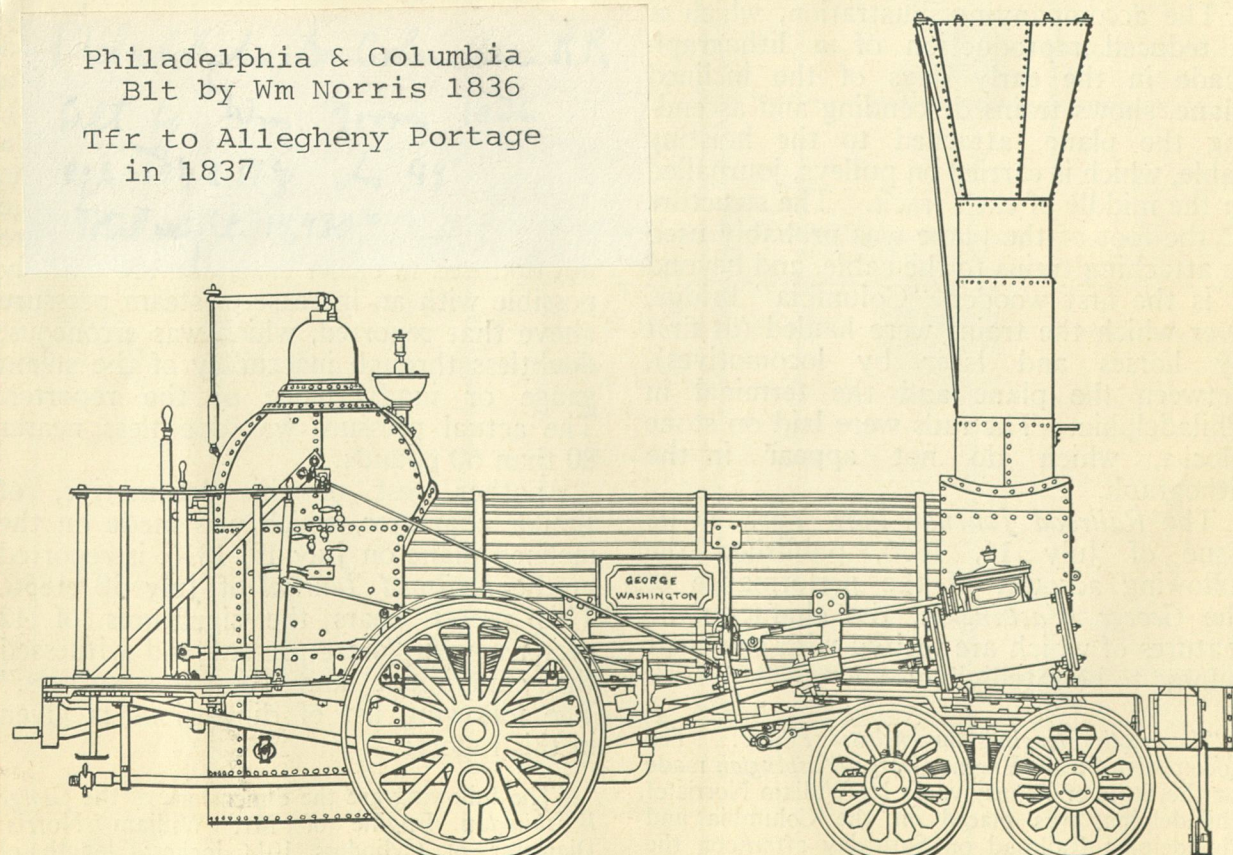
Erie & Pittsburgh "Union" blt by Schenectady 1861 c/n 242



THE OLD ENGINE "UNION" FIRST TO HAUL PASSENGERS BETWEEN ERIE AND PITTSBURGH, PA., IN 1861

This old woodburner was converted to coal in 1866. Engineer was T. P. Brown and Brother J. Douglas, fireman, comprised the engine crew. This line is now part of the Pennsy System.

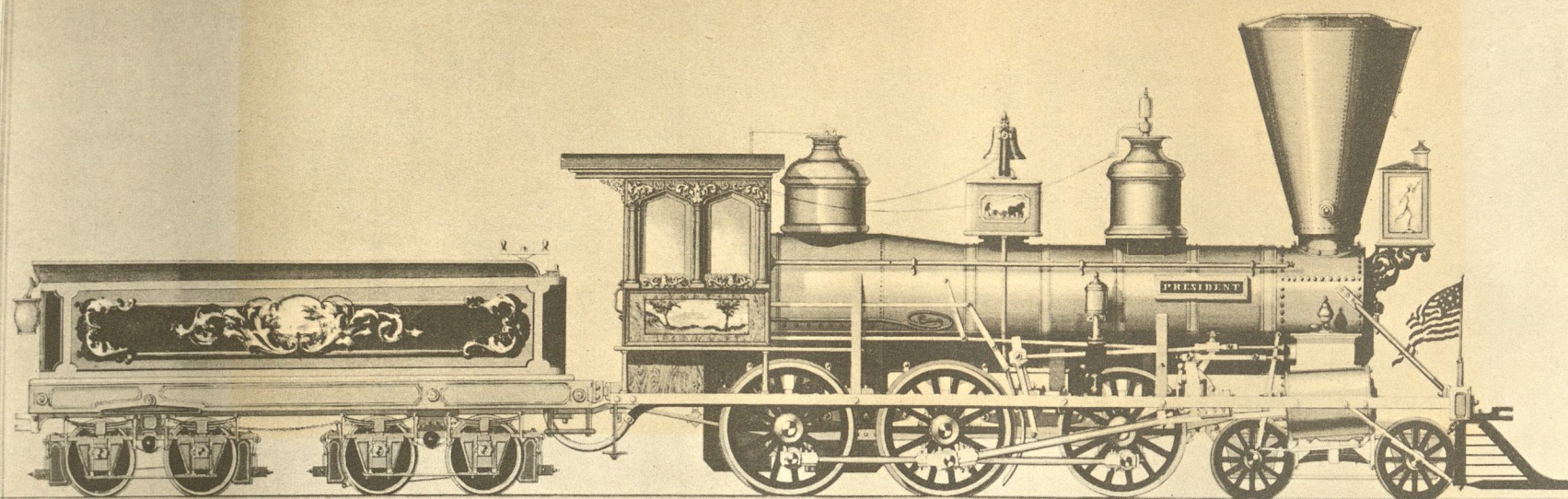
Philadelphia & Columbia
Blt by Wm Norris 1836
Tfr to Allegheny Portage
in 1837



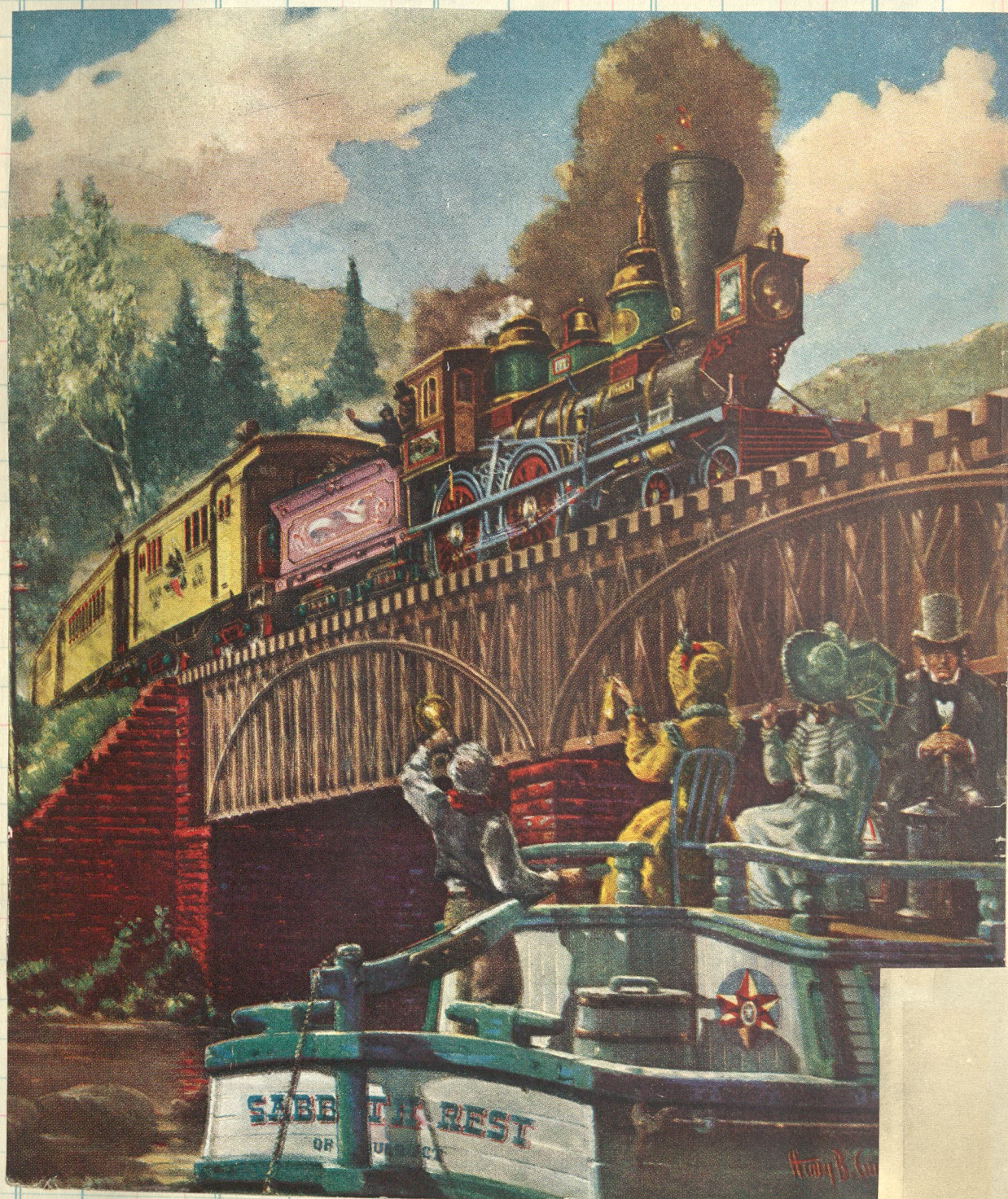
The Locomotive George Washington

M. W. BALDWIN & CO.
LOCOMOTIVE BUILDERS
PHILADELPHIA.

Class No. Sold



The "President" built by Baldwin in 1856, c/n 696, for the Cleveland & Pittsburgh



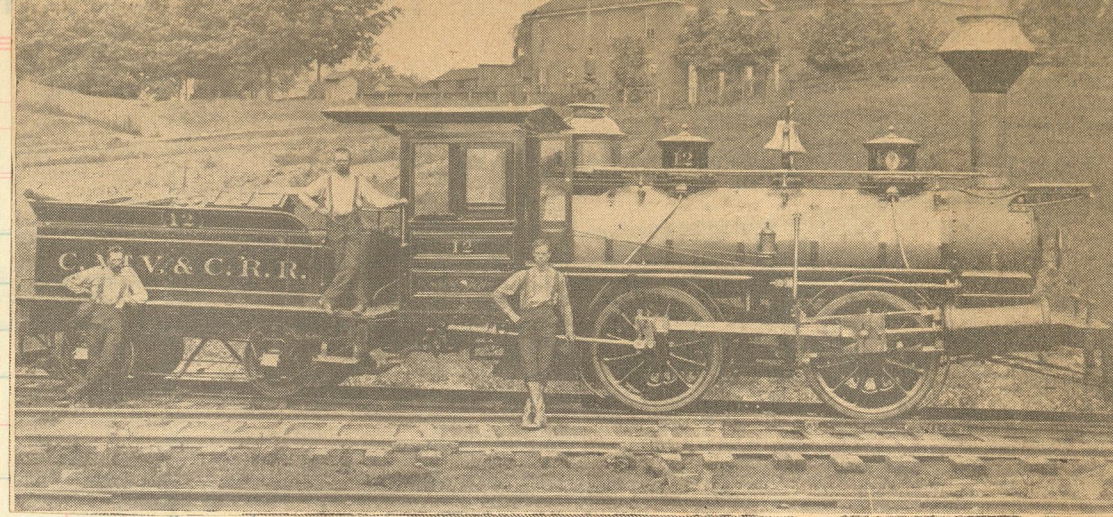
Kane, Pa.,
in 1865.

The railroad is the Philadelphia & Erie (now PRR) and the primeval hemlock forest in the background has long since been cut. The building under construction at right was a stone roundhouse.



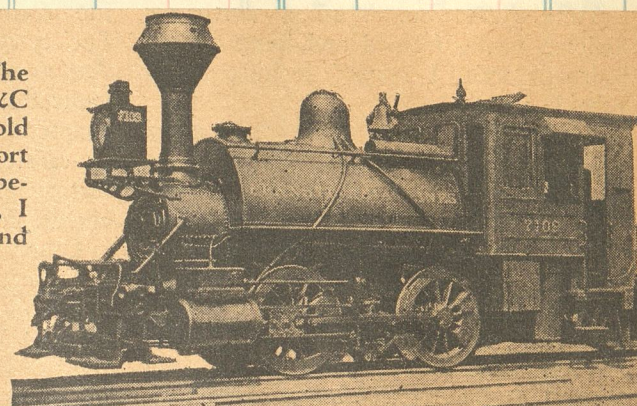
Collection of Granville Thomas, Millville, N. J.

Cleveland, Mt. Vernon & Columbus #12 at Akron O. 1875

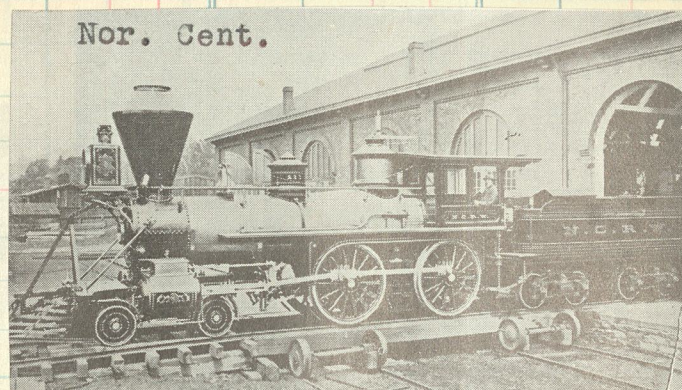


Amount

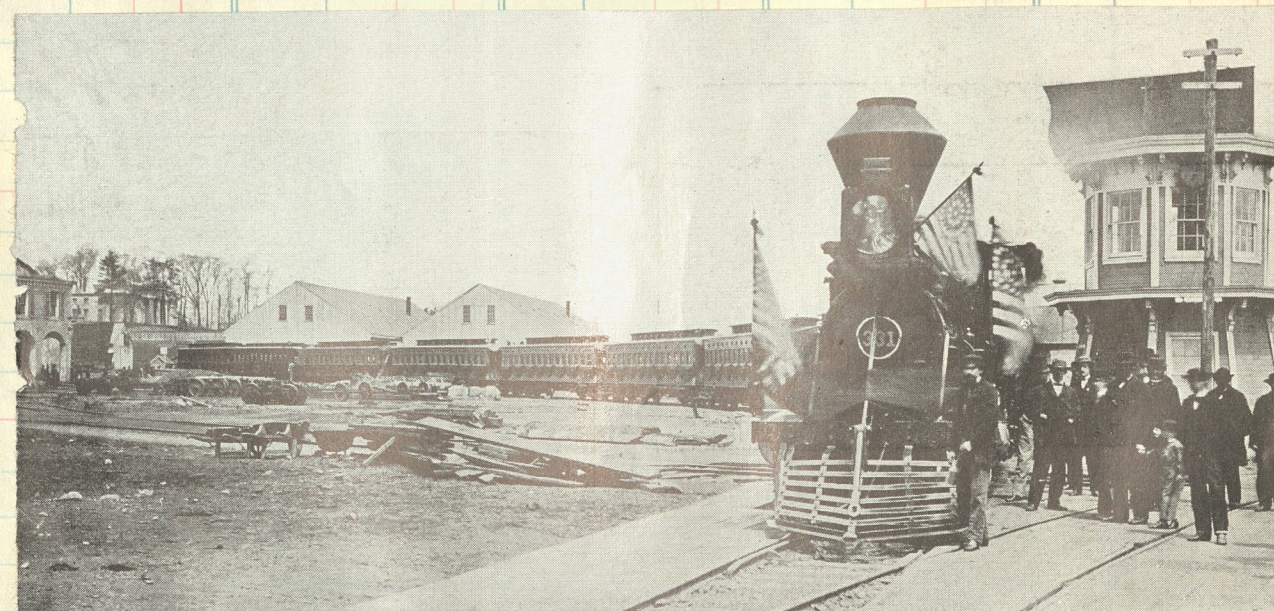
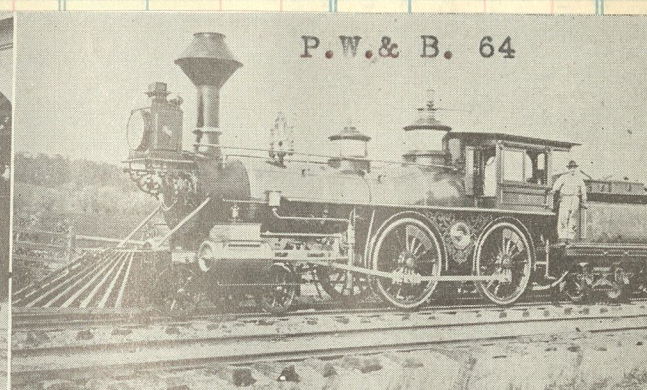
ALONE IN HER CLASS. The PRR 7109, built by PFW&C shops as No. 417, was 31 years old when she faced my camera at Fort Wayne in 1910. Just before being scrapped in 1912 she was, I believe, the smallest, oldest and only diamond-stacked engine on the Pennsy roster



Nor. Cent.



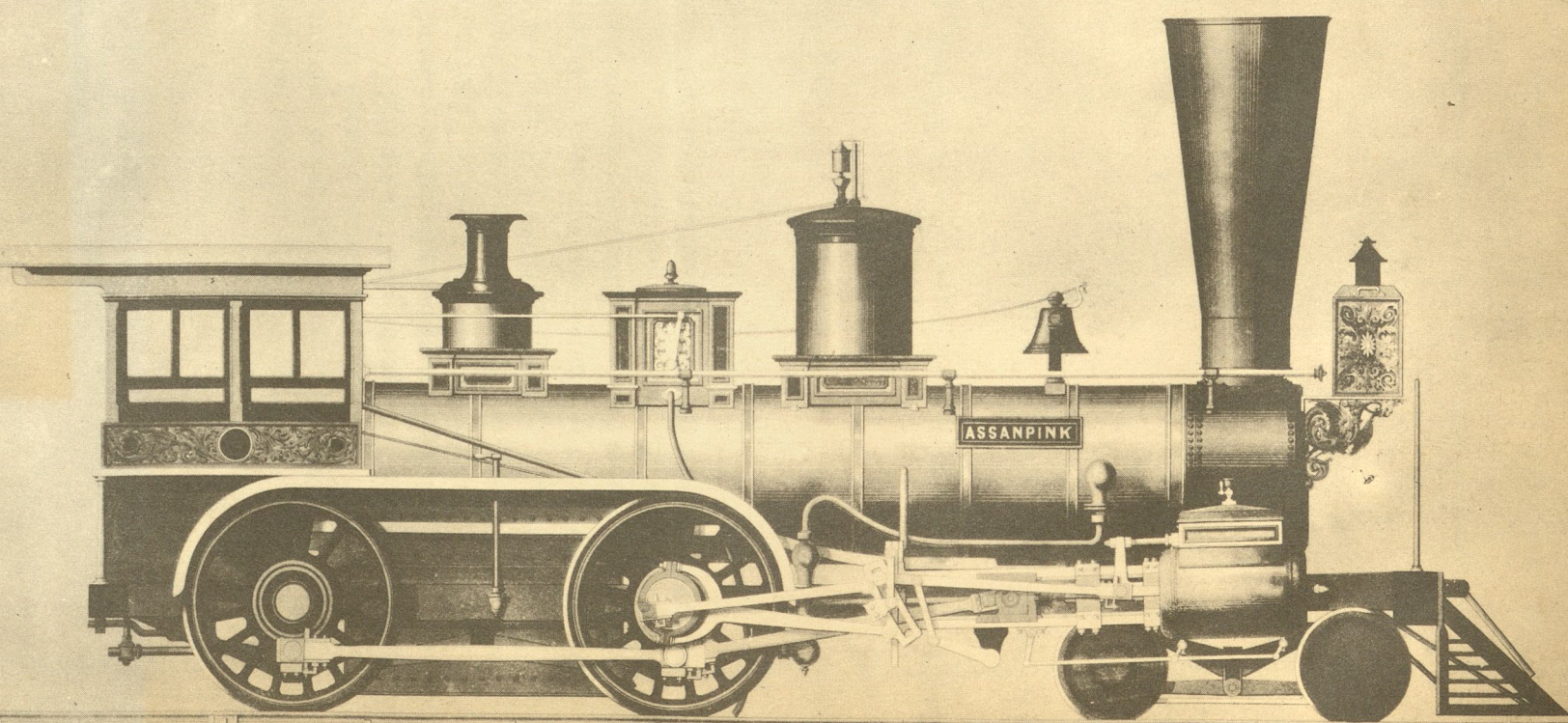
P.W. & B. 64



Arrival of Lincoln funeral train at West Philadelphia, Pennsylvania Railroad, April 22, 1865.

Courtesy Mutual Magazine

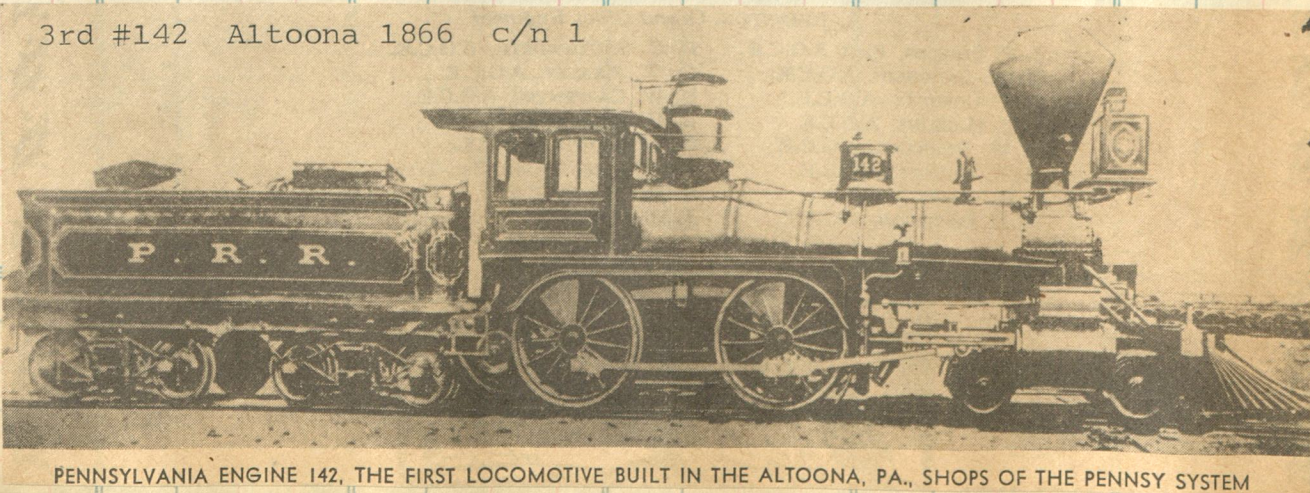
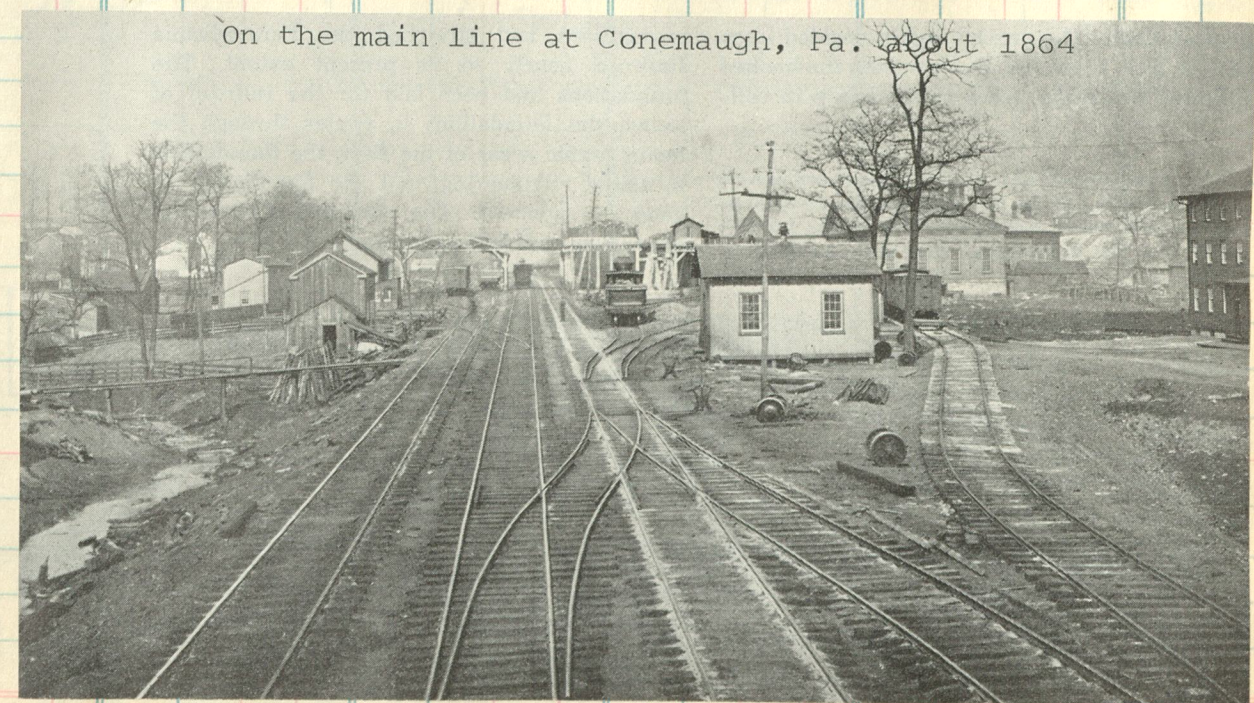
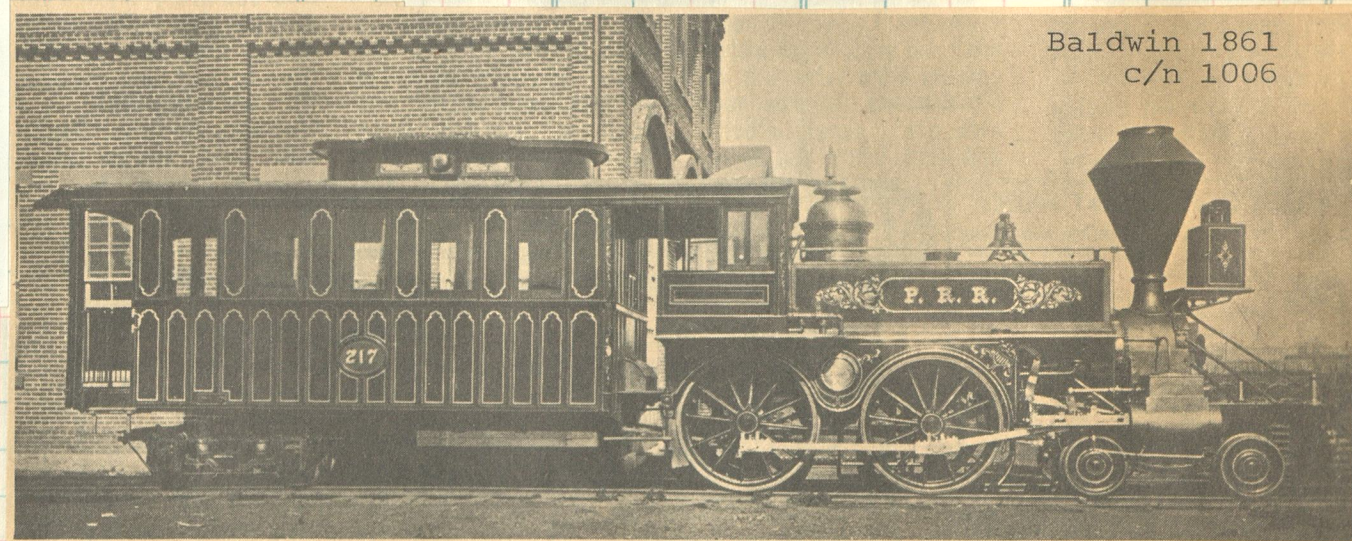
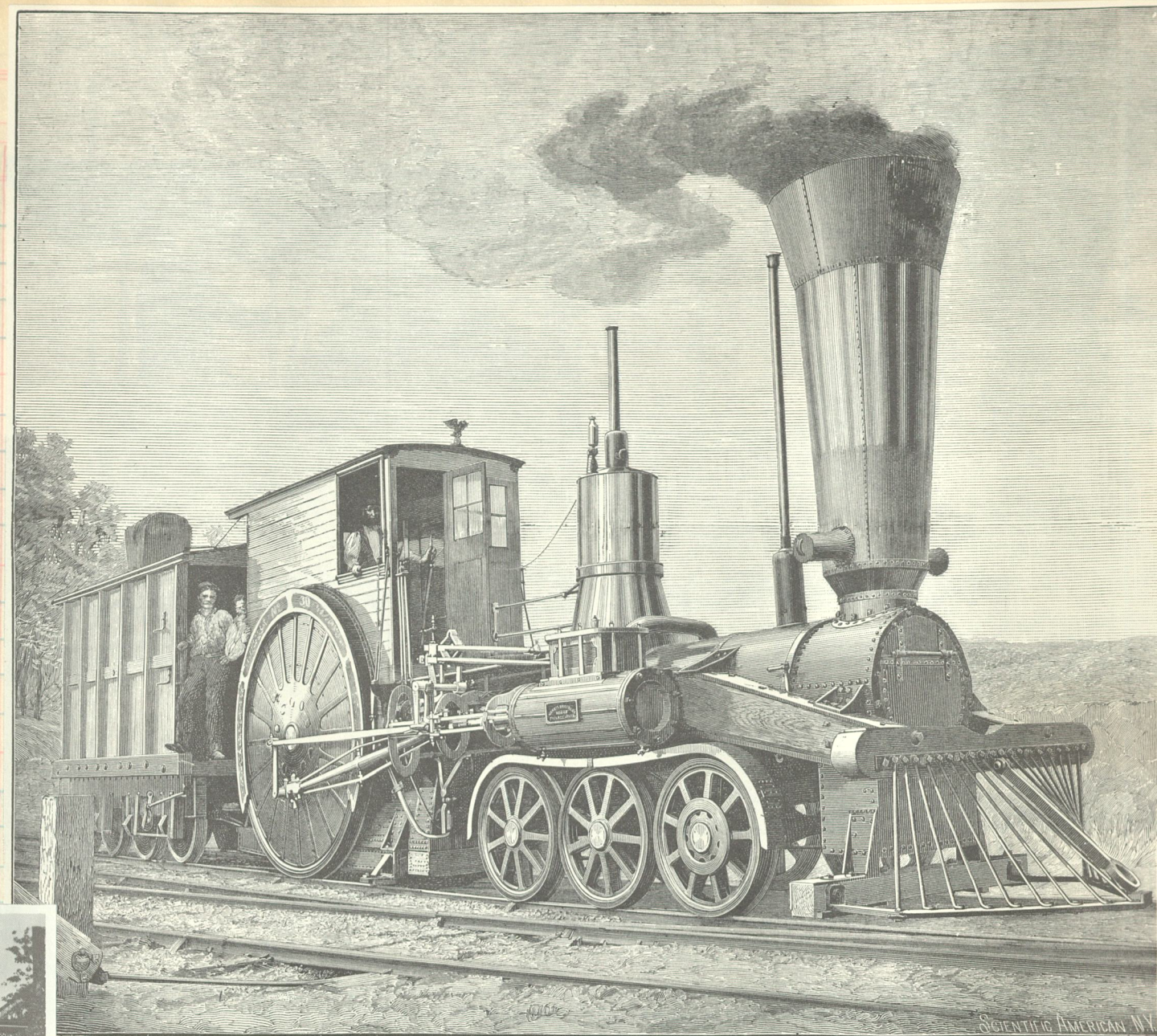
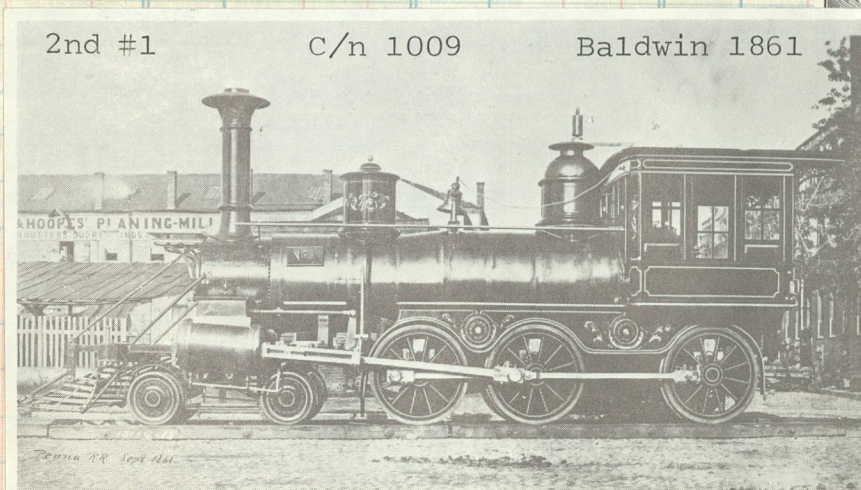
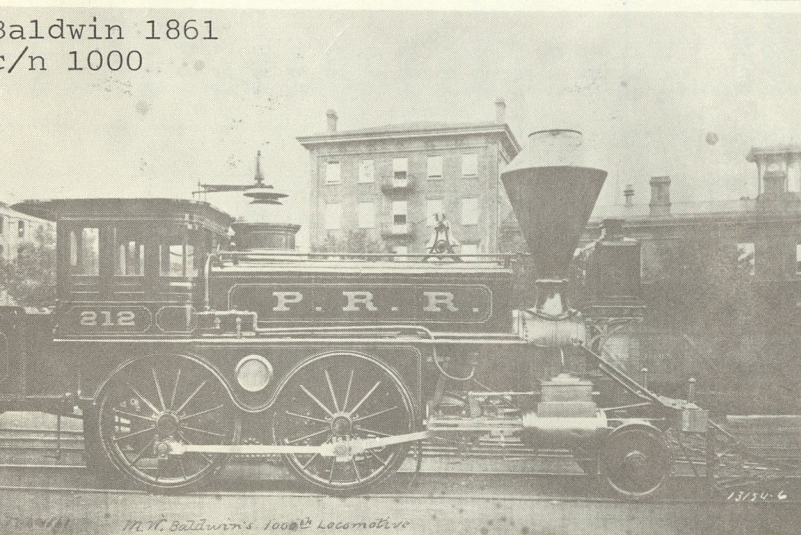
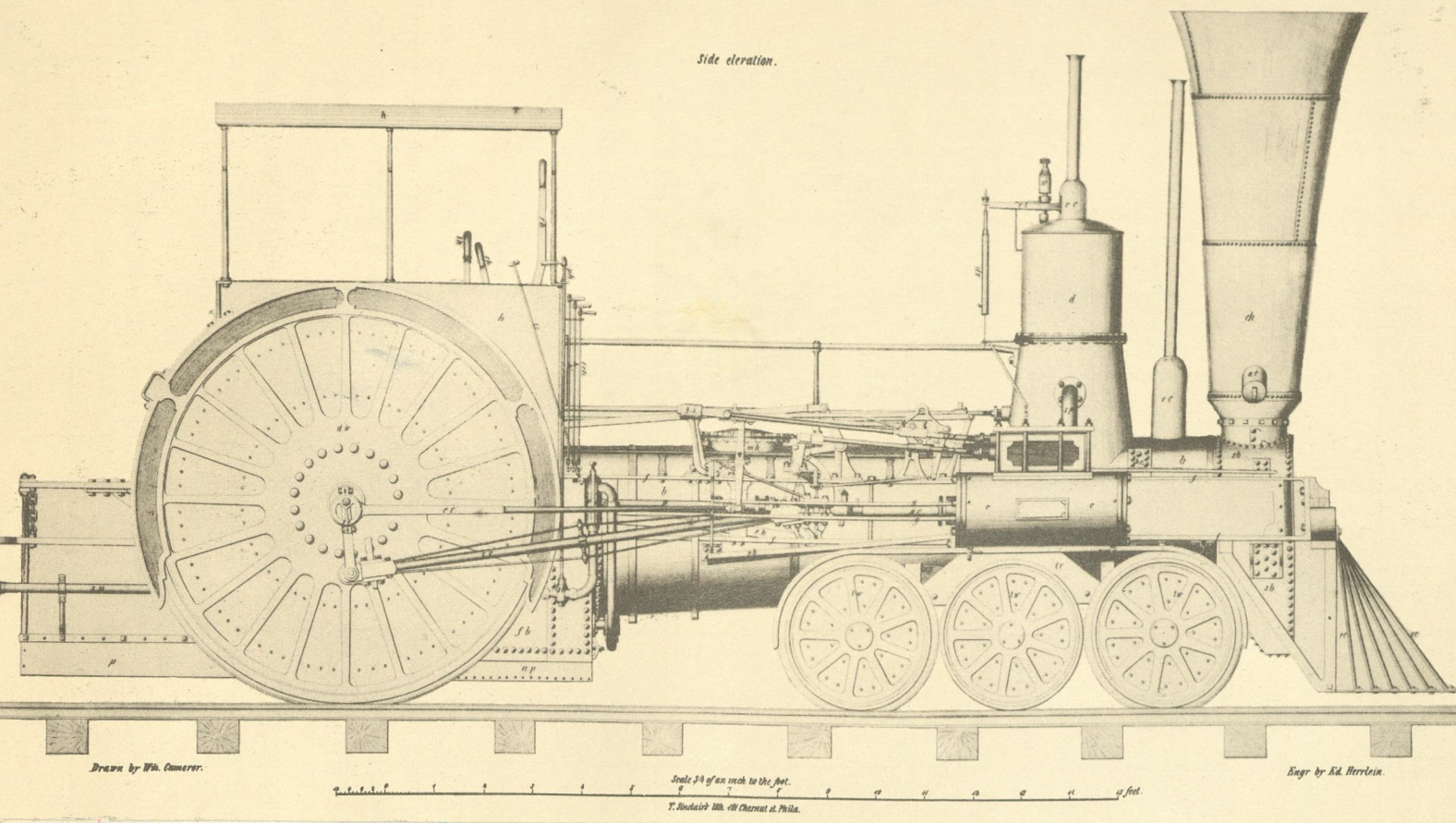
#331
Baldwin
3/1865
c/n 1344



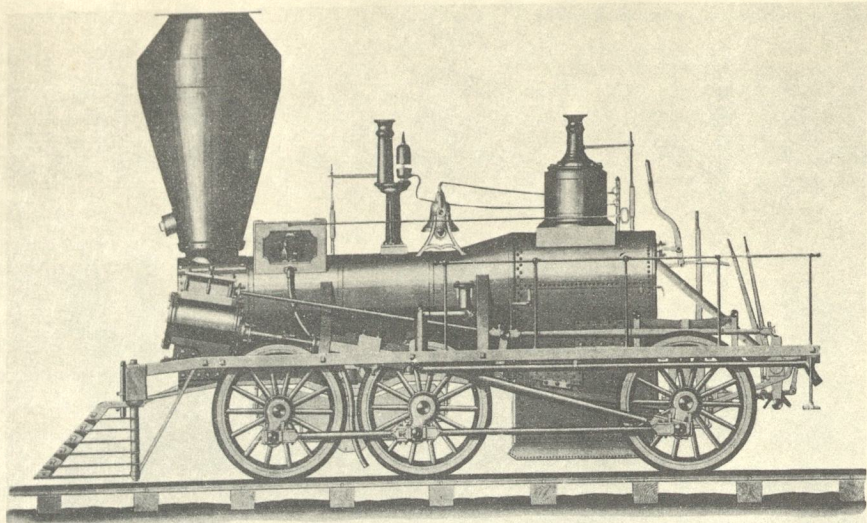
The "Assanpink", one of several engines built by the Trenton Locomotive Works about 1856 for the Belvidere & Delaware. Note the application of the outside link motion and the design and construction of the cross-head and the crosshead guides.

Designed by Isaac Dripps 1847
 Bt by Norris 1849 for the
 Camden & Amboy dvs 96"

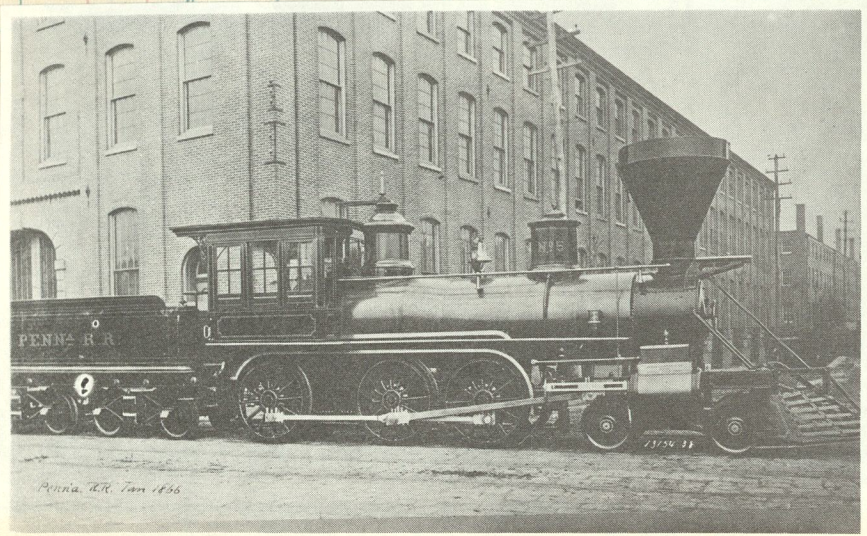
COAL BURNING PASSENGER LOCOMOTIVE ENGINE
 "JOHN STEVENS"
 BUILT BY MESSRS. NORRIS BROTHERS
 PHILADELPHIA PA.



Clas. No. Sold Amount C



The first locomotive to use all the weight of the engine for traction was this six-wheel-connected engine. It was designed and built by M. W. Baldwin in 1842 for the Pennsylvania Railroad, and proved highly efficient for freight service.

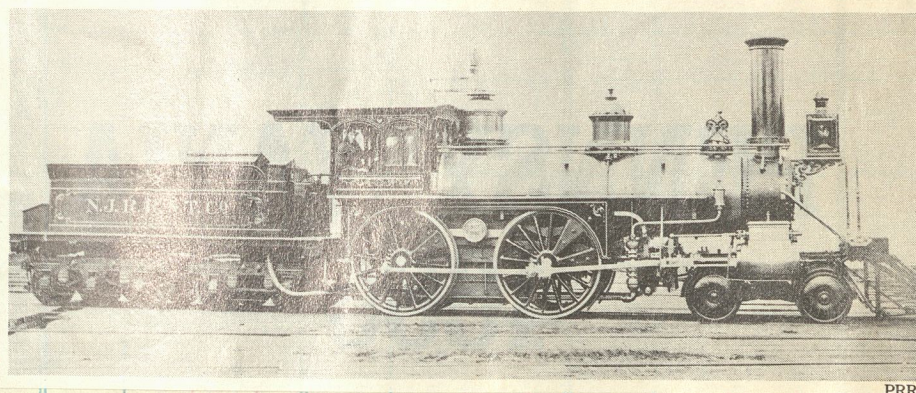
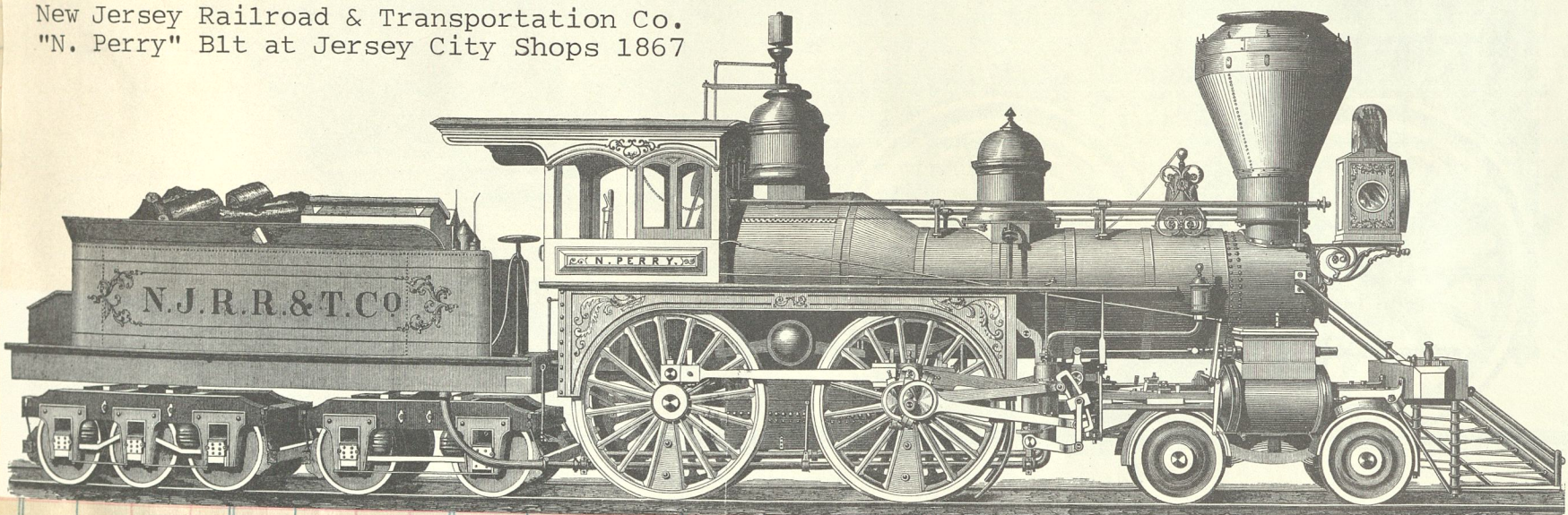


2nd #5 c/n 1446 Baldwin 1866



An 1890's view of the PRR yards at Mount Carbon, Pa., near Pottsville. Four-wheel bobbers, cabbage stacks and a railroad covered bridge add flavor to the scene. Philadelphia & Reading tracks are seen on the left side of the valley.

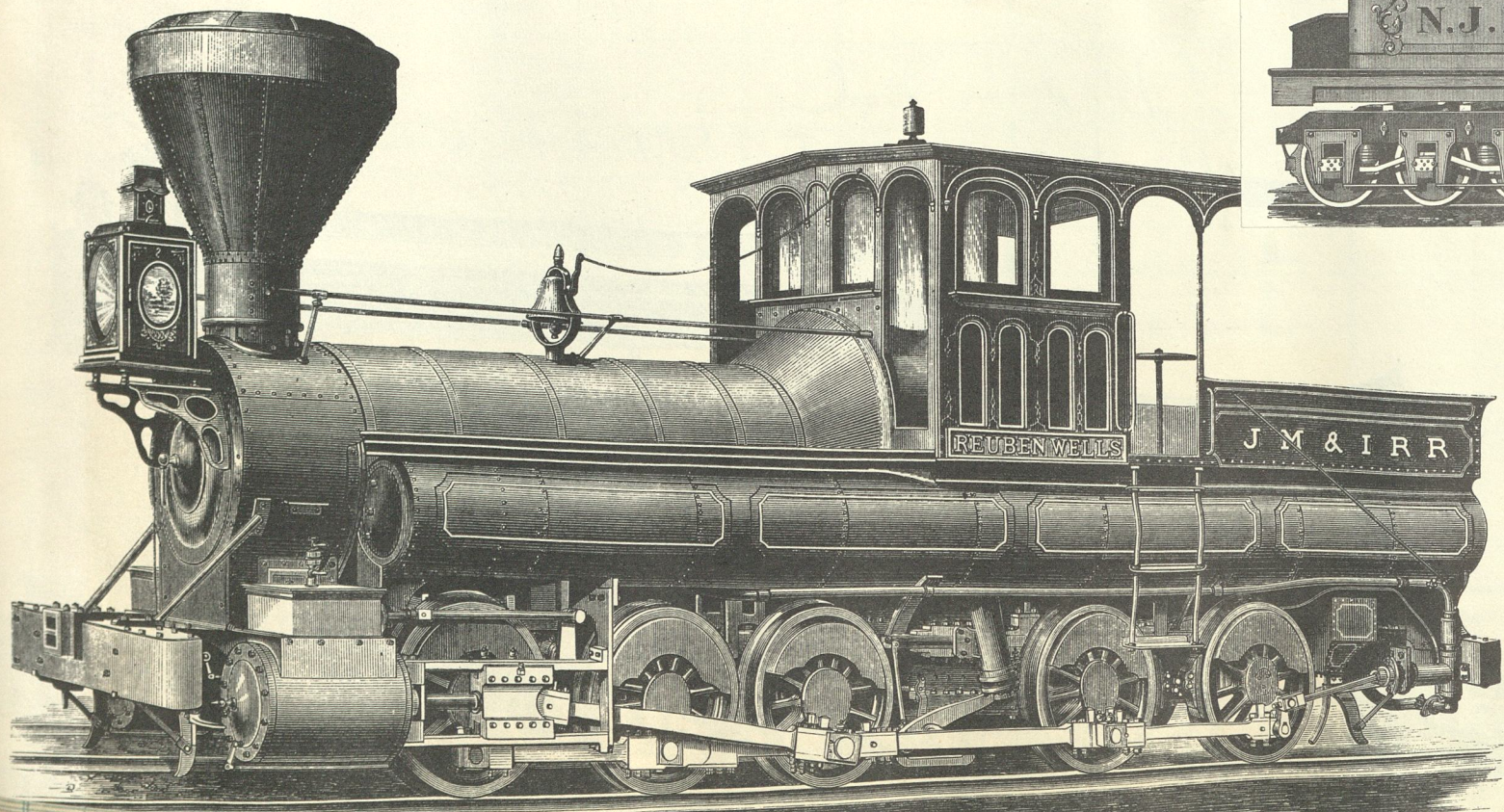
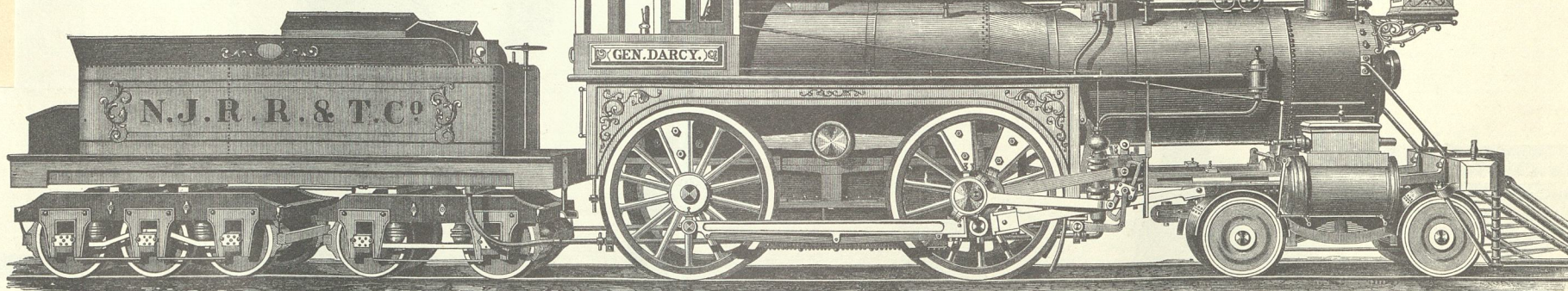
New Jersey Railroad & Transportation Co.
"N. Perry" Blt at Jersey City Shops 1867



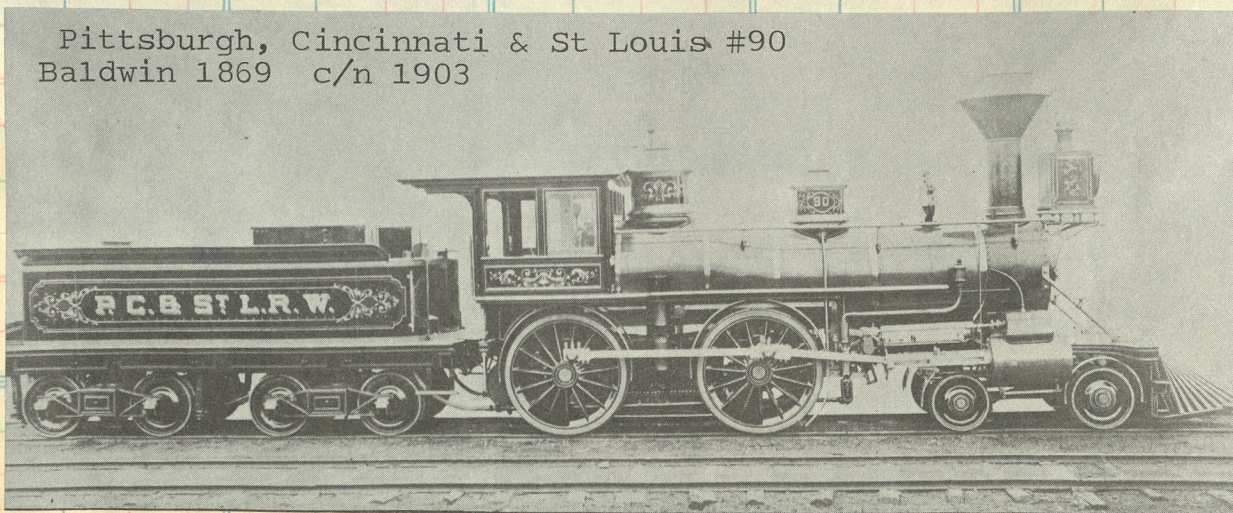
PRR

#35, the REUBEN WELLS, of the Jeffersonville, Madison & Indianapolis.
Built at Jeffersonville Shops in 1868 for service on the one mile 5.9%
Madison Incline. Preserved at the Childrens Museum-Indianapolis.

Jersey City Shops 1868



Pittsburgh, Cincinnati & St Louis #90
Baldwin 1869 c/n 1903



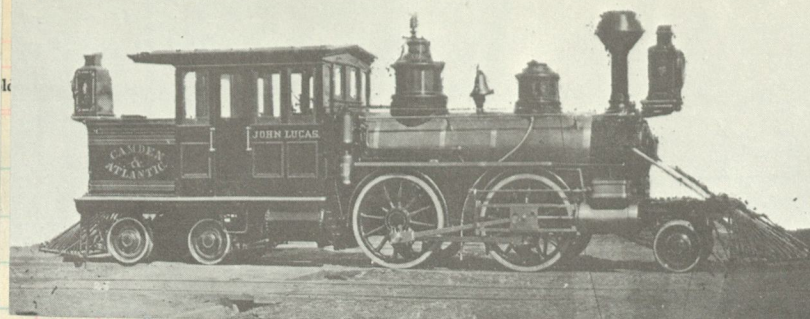


ERIE, PENNSYLVANIA

Pennsylvania Railroad

This is the Philadelphia & Erie station at Erie built in the early 1860s. In 1877, a few years after this picture was taken, it was destroyed in a fire.

Camden & Atlantic #1 "John Lucas"
c/n 4287 Baldwin 1878



Baldwin 1898 c/n 16240



Excursionists on PRR special train for Philadelphia's Centennial Exposition in 1876.



Approaching Union Station Baltimore
c1916. Foto by C.C.Badger



A congregation of D's and E's at West Philadelphia about 1905



Freight on the Philadelphia 'High Line' c1910



WASHINGTON, D.C. (1873)

Pennsylvania Railroad

The Baltimore & Potomac terminal was designed by Joseph M. Wilson, the engineer and architect who planned many of the Pennsylvania's projects, and was built at 6th and B streets, the site of the present Union Station. Finished in 1873, it has been described as "exceedingly handsome, the whole building finished in first class style—and heated by steam throughout."

It was in the waiting room here that James A. Garfield, twentieth President of the United States, was shot on July 2, 1881. He died from the wound at his home in Elberon, New Jersey, on September 19. To mark the spot where the President fell, a star was placed in the floor, and on the wall opposite, a marble tablet. This station was replaced by the present Union Station in 1907.

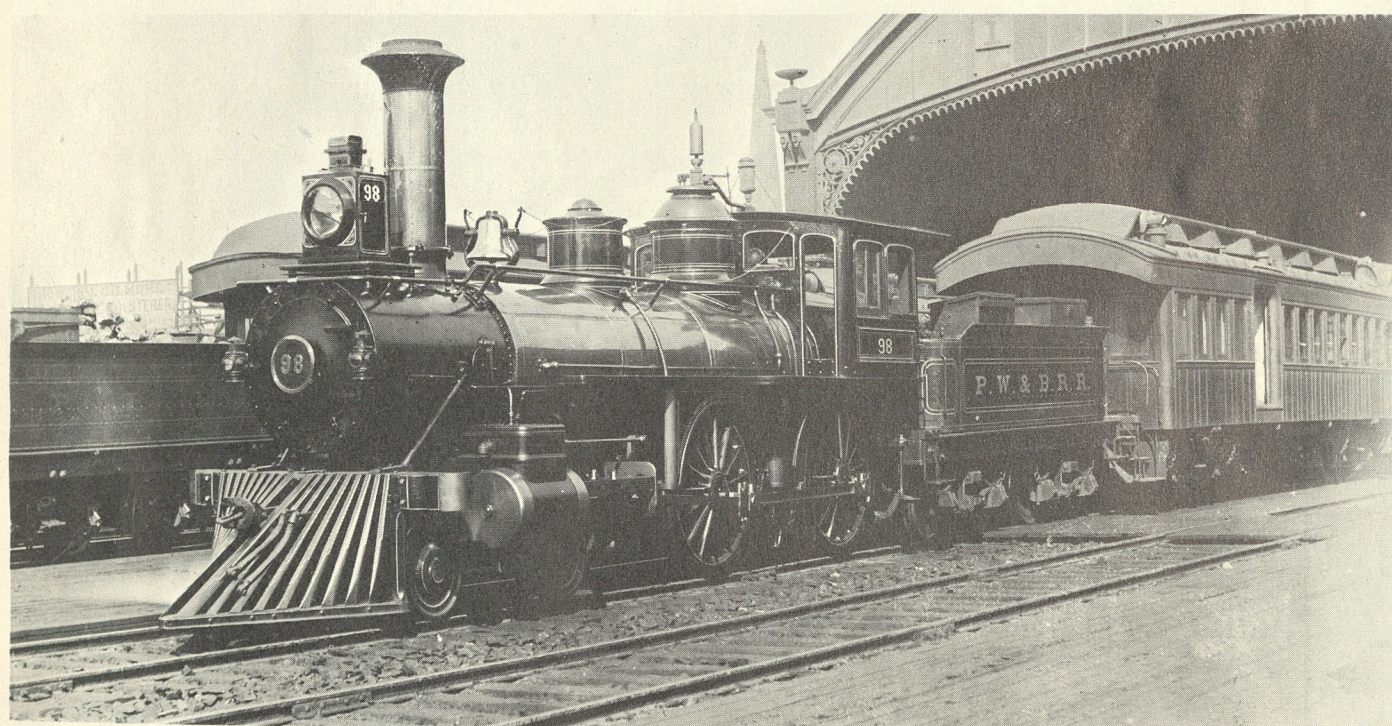


Electrification completed between Broad Street and Paoli
in September 1915. The 'tombstone' signals was the first
installation of position-light type on the P.R.R.

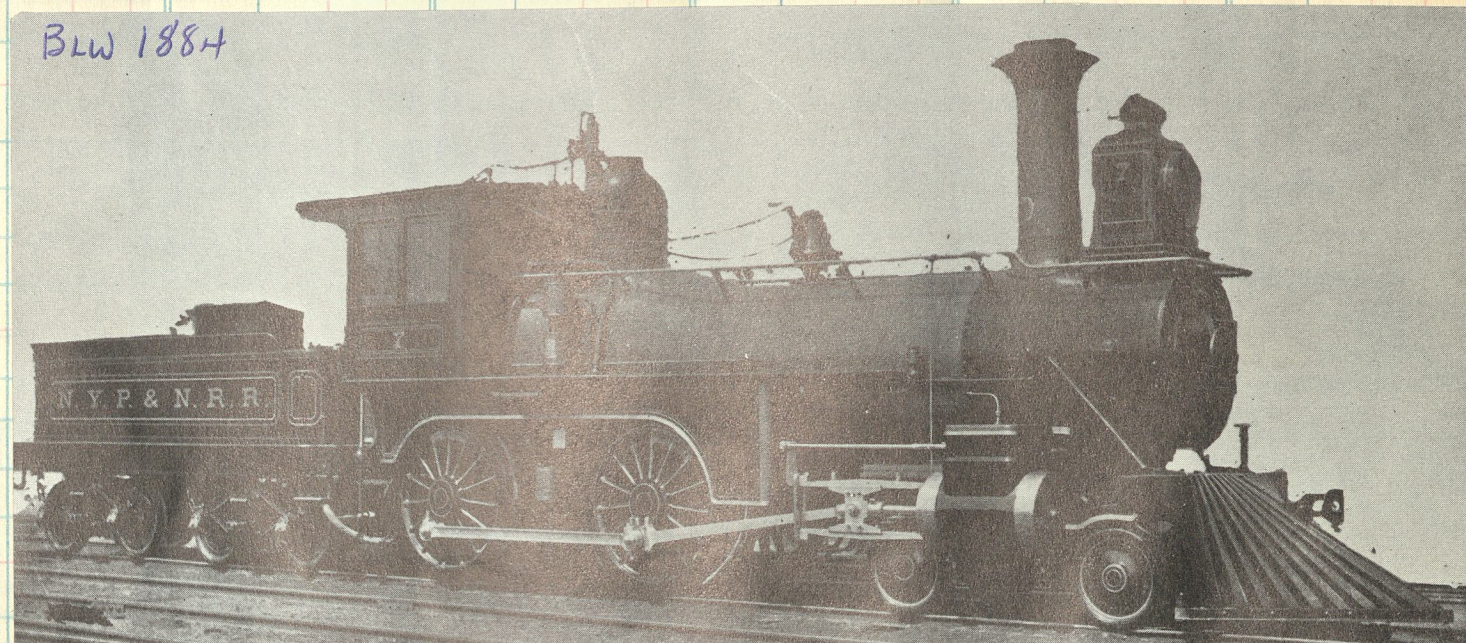
A scene from the "Golden Era". Here an Atlantic (class E-2a) drifts in for a station stop at St Davids with a Paoli local in 1908.



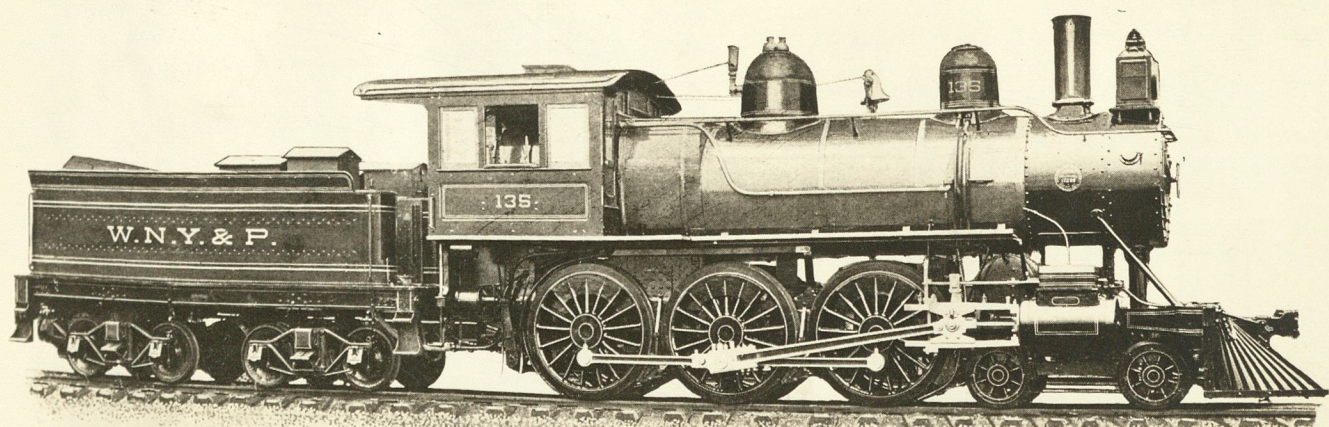
The Schuylkill River bridge at Brooke's Crossing east of Pottstown. A local passenger job is being handled by Eng 16 class P (D14) blt in 1894 at Altoona c/n 1922. Became Northern Central #98 in 1895, noed PRR 3098 in 1897, 4098 in 1903, sold to Newark & Marion in 1916.



Philadelphia, Wilmington & Baltimore #98 built at Altoona 1871 c/n 93 as PRR #504. To PW&B #98 in 1882.



BLW 1884
New York, Philadelphia & Norfolk #7 was delivered by Baldwin in 1884, c/n 7409



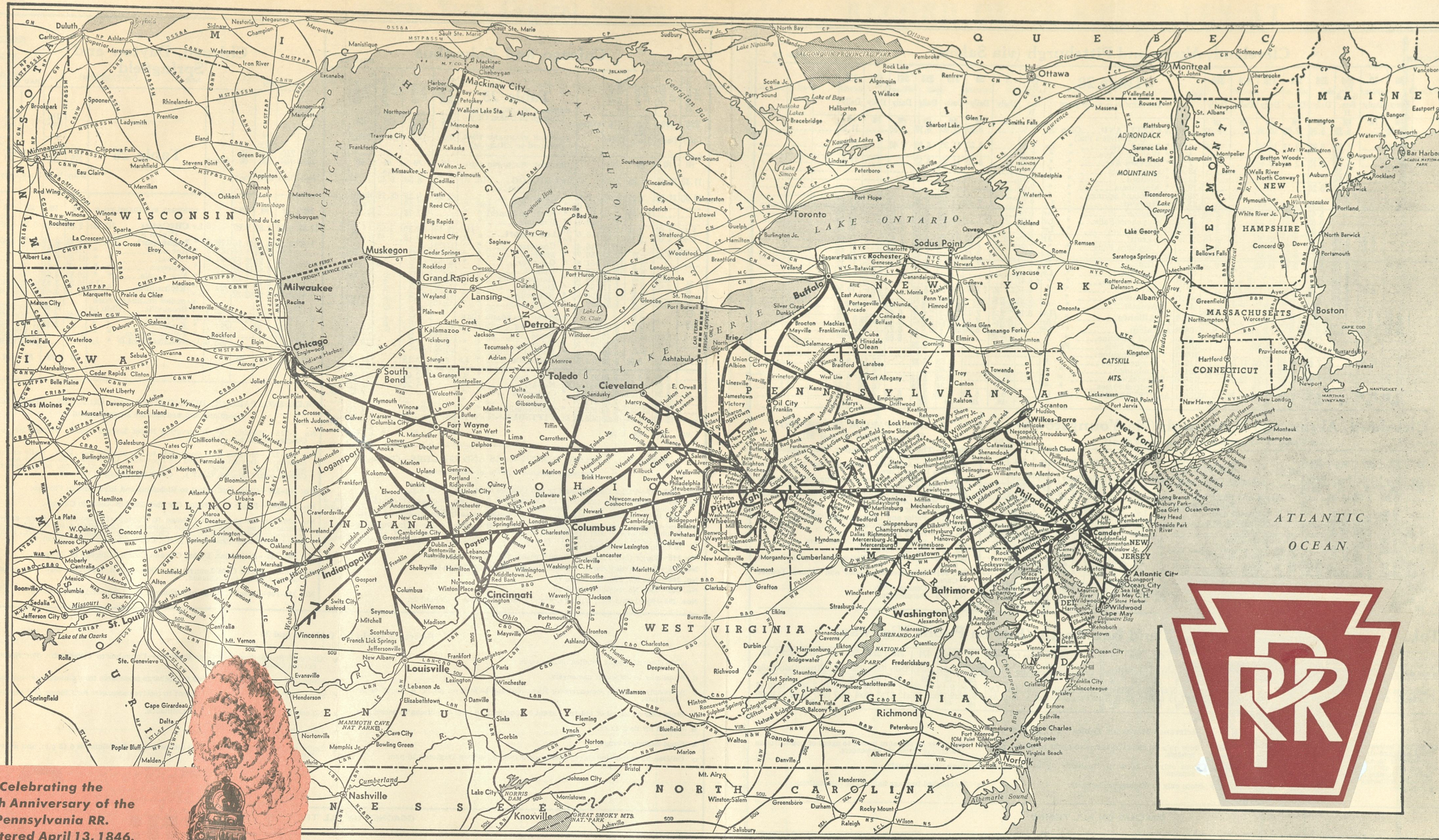
Baldwin built this sturdy Ten Wheeler in 1900 (c/n 17288) for the Western New York & Pennsylvania. Later PRR #6271, sold to SI&E and then to Macon, Dublin & Savannah #109.

+ + + + +

On the Belvidere-Delaware [right] in the days of "wooden cabs and iron men". The little 4-4-0 #658 was built at Altoona 1875 c/n 296, in 1889 noed B-D 3012, to PRR 1416 in 1890.



0



Celebrating the
100th Anniversary of the
Pennsylvania RR.
Chartered April 13, 1846.

MAP
1949

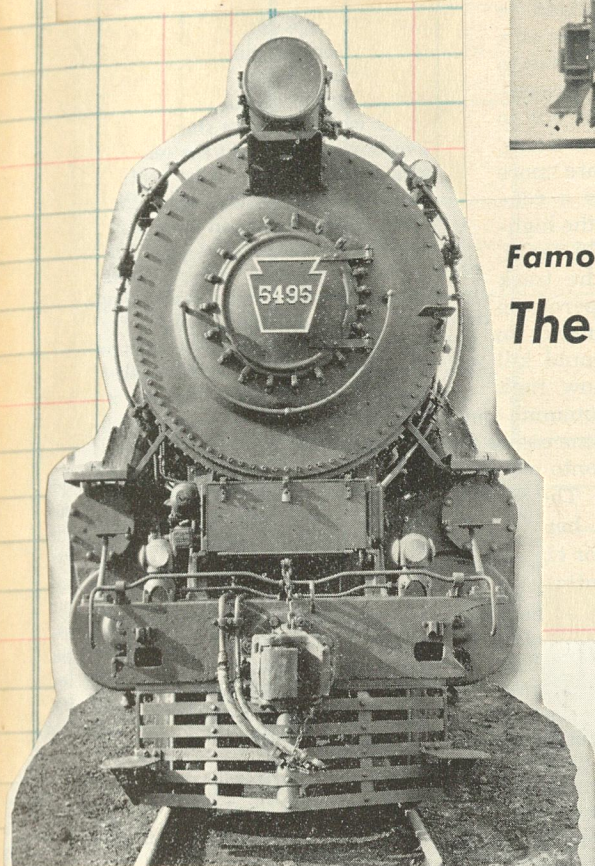
Total
Add—Error
Deduct “
Total
Add Working Fund
Total to be Accounted for
Cash to Agent
Agent’s Signature
Cash to next Seller
Next Seller’s Signature
Total Accounted for



GOLDEN ERA ACTION
A Paoli local, powered by Eng 96, races past a way freight on the high fill at Narberth in 1907

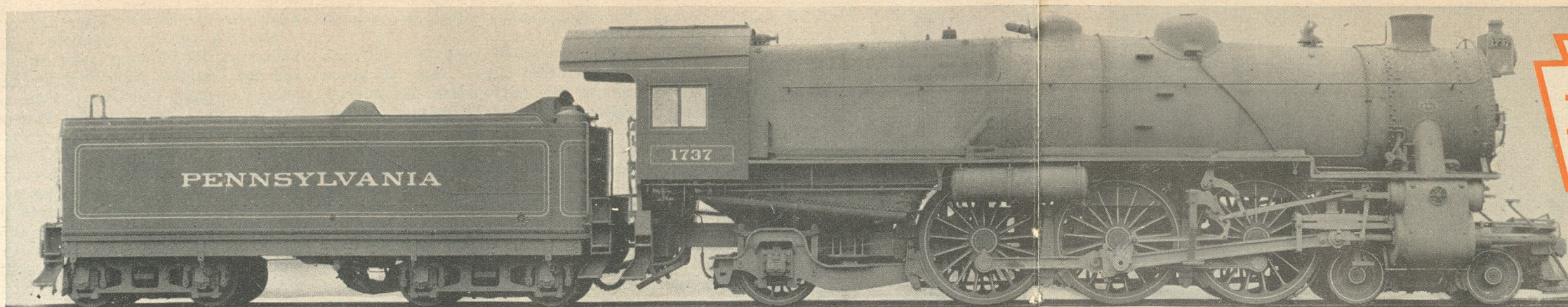
Recap: 4-6-2 Type

K-2s 46 engines
K-2sa 23 engines
K-3s 25 engines
K-4s 424 engines
K-5s 2 engines
Total 520 units
as of 1938



Famous steam locomotives: 2

The Pennsy's K-4



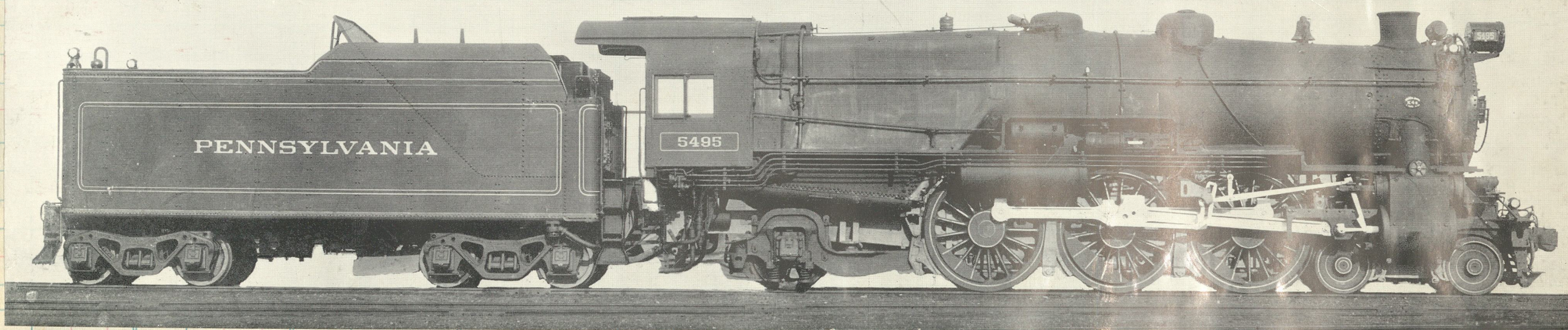
c/n 2825

THE Pennsylvania people were particular. They wanted more than a Pacific; they wanted *the* Pacific. By 1913 the system owned, in round numbers, 100 heavy passenger locomotives of the 4-6-2 type, including two Alco-built experimentals and substantial numbers of the K-2 and K-3 classes. But the people at Broad Street headquarters, Philadelphia, did not feel that any of these designs had the reserve to meet future traffic needs. They wanted a long-term blueprint.

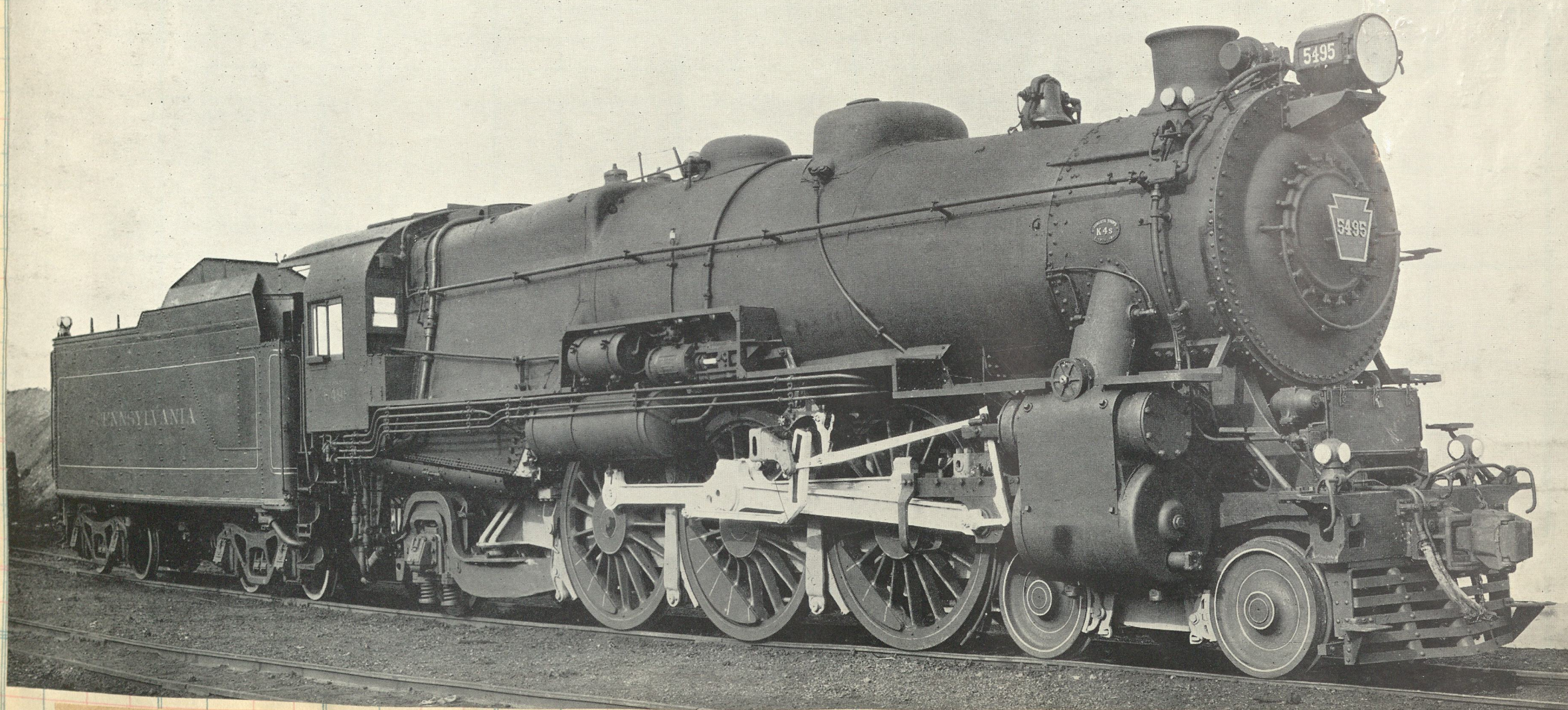
At this juncture the new stationary test plant at Altoona as well as road trials out in Indiana revealed interesting engine intelligence: the system's spectacular E-6 Atlantic could outperform the heavier K-2 at all speeds over 40 miles an hour. *The Pacific*, then, should be a super E-6—an extra pair of drivers, lengthened boiler, bigger cylinders.

No. 1737, the original K-4s (the "s" for superheater), was Altoona-built in 1914. She was a big, raw-boned girl with a low tank and extended piston guides, but all engine. On the test plant she developed 3184 indicated horsepower, and out on the road she just developed. In 1916, class K-4s was okayed for production and by 1927, when the last batch of 100 arrived, the road owned 425 such machines. Mechanical stokers vastly improved their performance because 308,890 pounds of Pacific was too much for any human back to feed.

The rest of the record is both legendary and factual: the K-4's astonishing adhesion, her capacity for speeds over 100 miles an hour, her guts whenever and wherever the going is the toughest. The Pennsylvania people never tinkered much with her, for she was *the* Pacific from the beginning.—D.P.M.



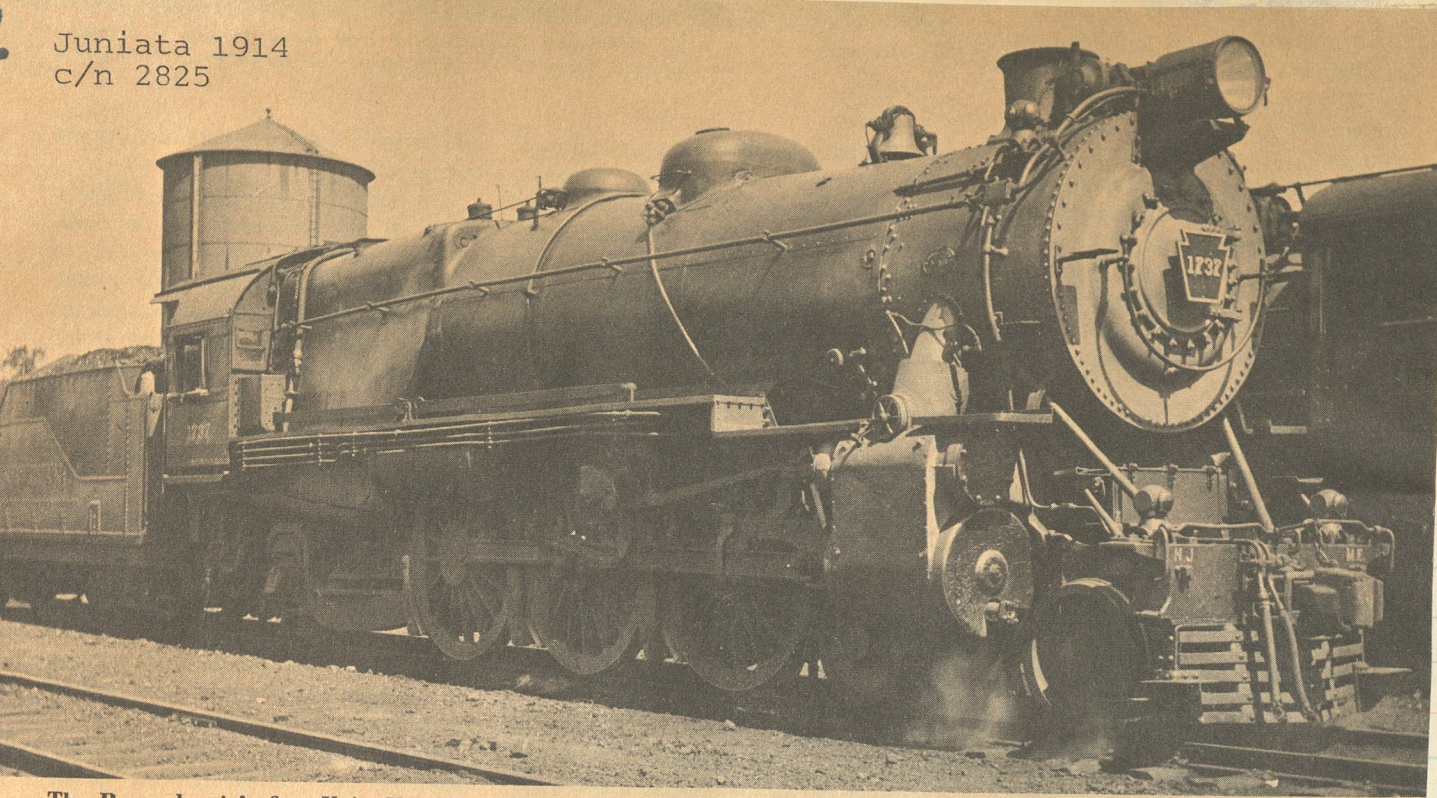
c/n 4182



Road numbers of this series	Promiscuous
Built	PRR, Baldwin, 1914-1928
Cylinders, diameter and stroke, in.	27 x 28
Diameter of drivers, in.	80
Tractive power, lbs.	44,460
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	320,000
Weight on drivers, lbs.	209,300
Weight on leading truck, lbs.	53,200
Weight on trailing truck, lbs.	57,500
Weight of engine and tender, lbs.	541,500
Grate area, sq. ft.	69.89
Evaporative heating surface, sq. ft.	4041
Superheater heating surface, sq. ft.	943
Tender capacity: Tons of coal	21.8
Gallons of water	11,300

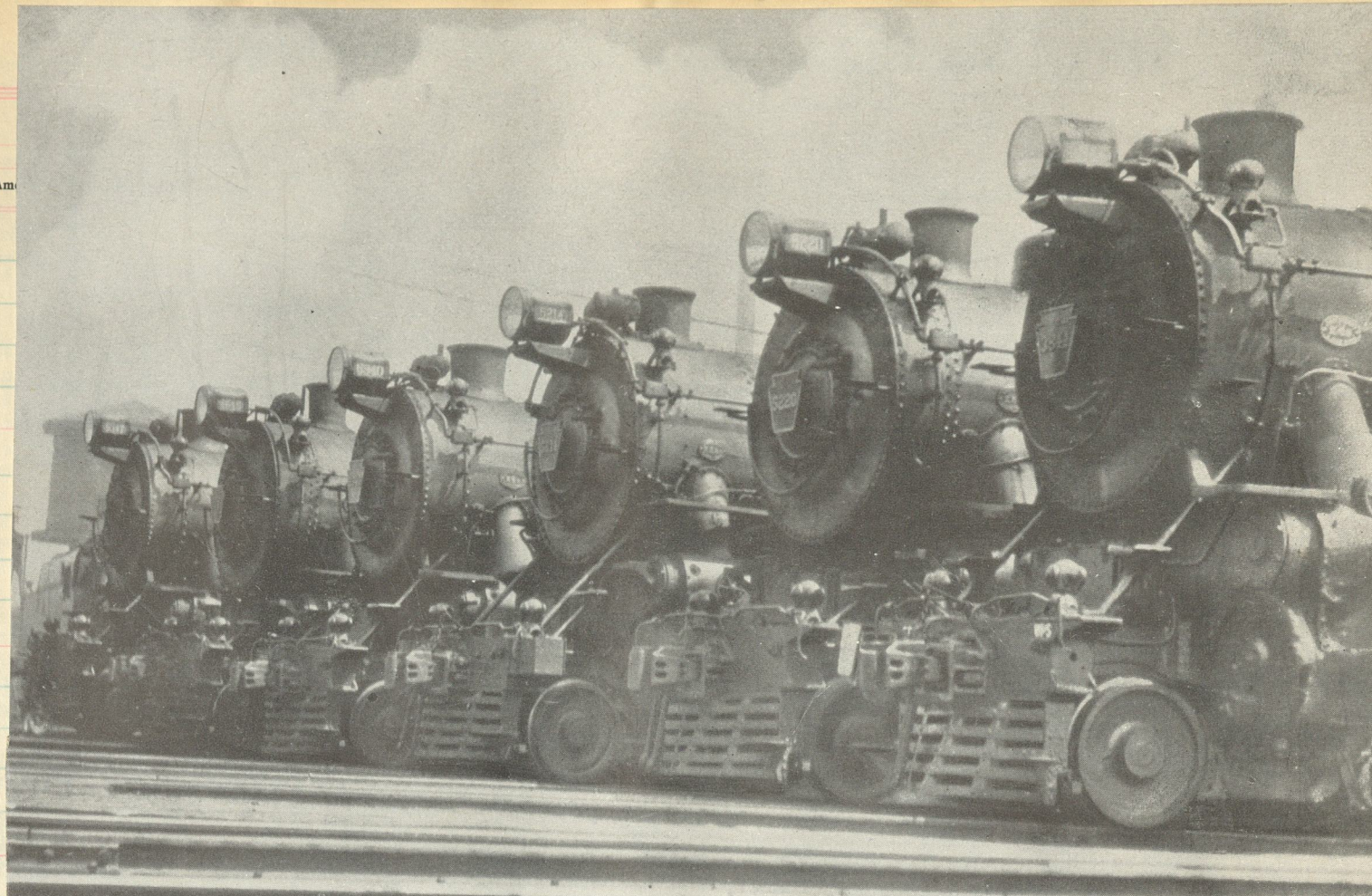
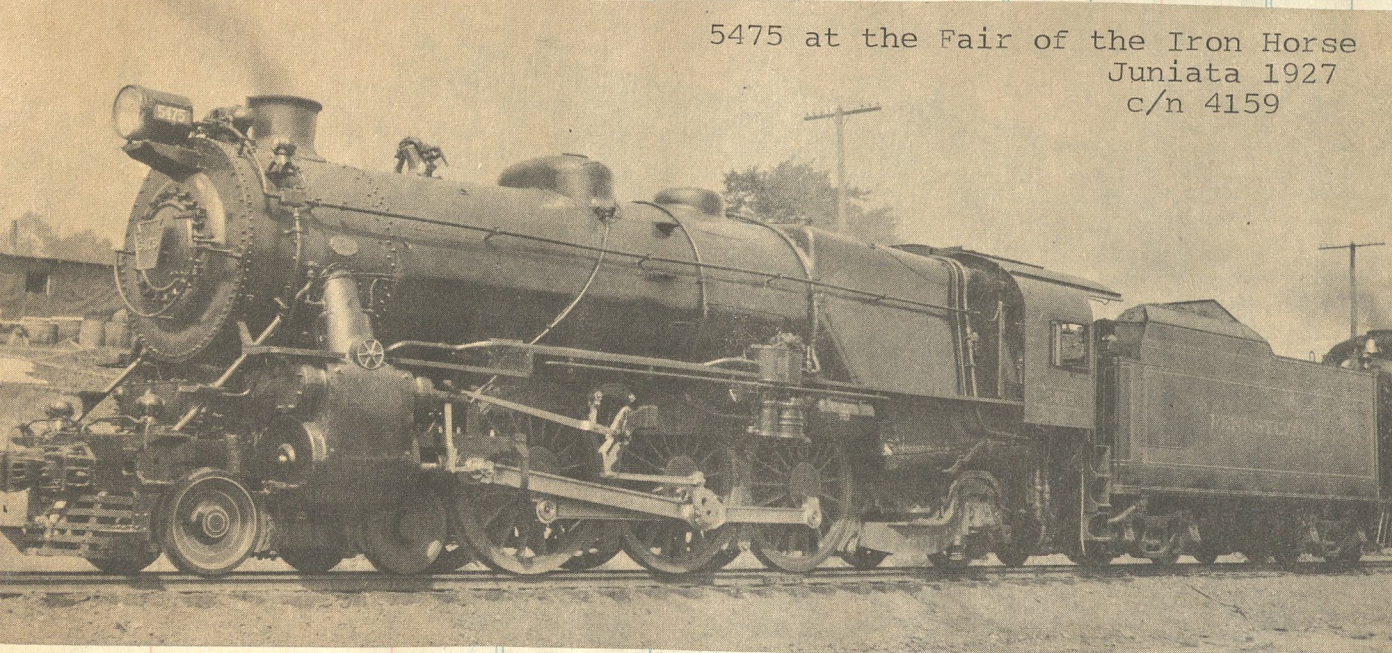
One hundred engines made up the last group of the K-4s class, nos 5400-5499. Baldwin built nos 5400-5474 in 1927. The final twenty five erected at Juniata, nos 5475-5491 delivered in 1927 and the last eight [5492-5499] in 1928. Very few improvements were made over the design of a decade earlier due to the staid policy of the Pennsy Mechanical Dept., the Operating Dept. would have appreciated 4-8-2's instead of the K-4's.

Juniata 1914
c/n 2825

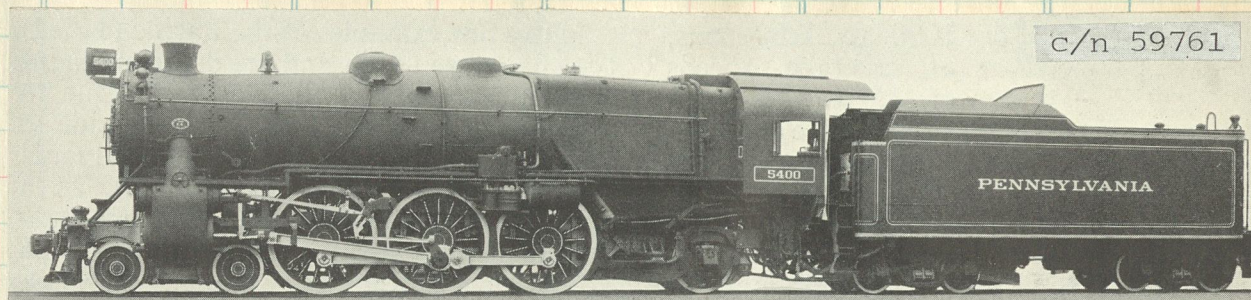


The Pennsylvania's first K-4s, No. 1737, with a full head of steam and a tender filled with coal, at Bay Head Jet, N.J.

5475 at the Fair of the Iron Horse
Juniata 1927
c/n 4159



c/n 59761

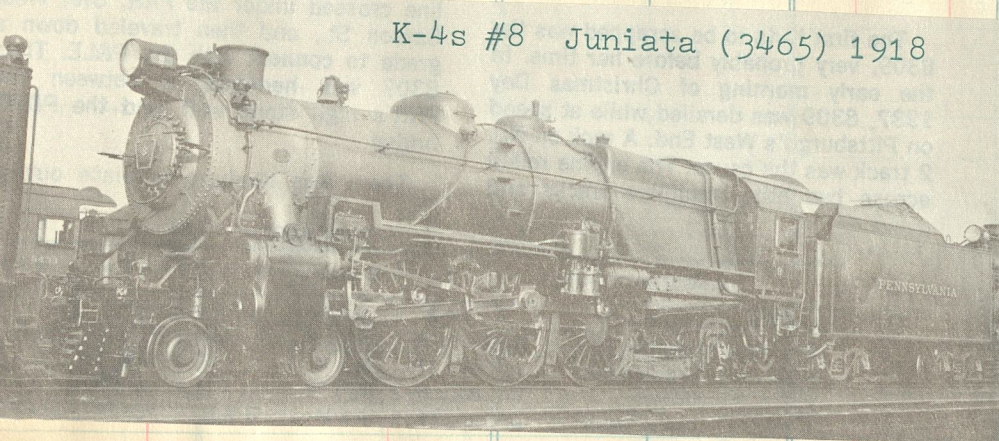


Pacific Type Locomotive, Class K4s, Pennsylvania Railroad

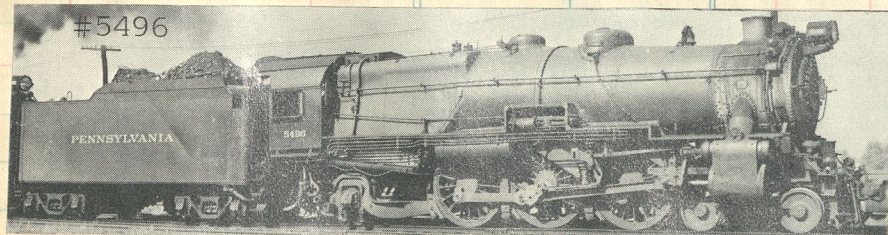
Cylinders	27" x 28"	Tubes, number	5 1/2", 40; 2 3/4", 236	Wheel base, driving	13' 10"	Weight, total engine	316,510 lb.
Drivers, diam.	80"	" length	19' 1"	" " total engine	36' 2"	" " and	530,400 lb.
Boiler, diam.	78 1/2"	Grate area	70 sq. ft.	" " " and	74' 8"	Tank capacity	11,000 U. S. gal.
Steam pressure	205 lb.	Water heating surface	4058 sq. ft.	tender	201,580 lb.	Fuel	17 1/2 tons
Firebox	126" x 80"	Superheating surface	962 sq. ft.	Weight on drivers		Tractive force	44,460 lb.
Tubes, diam.	5 1/2" & 2 3/4"						

This locomotive is one of a group of 75 built by The Baldwin Locomotive Works in 1927.

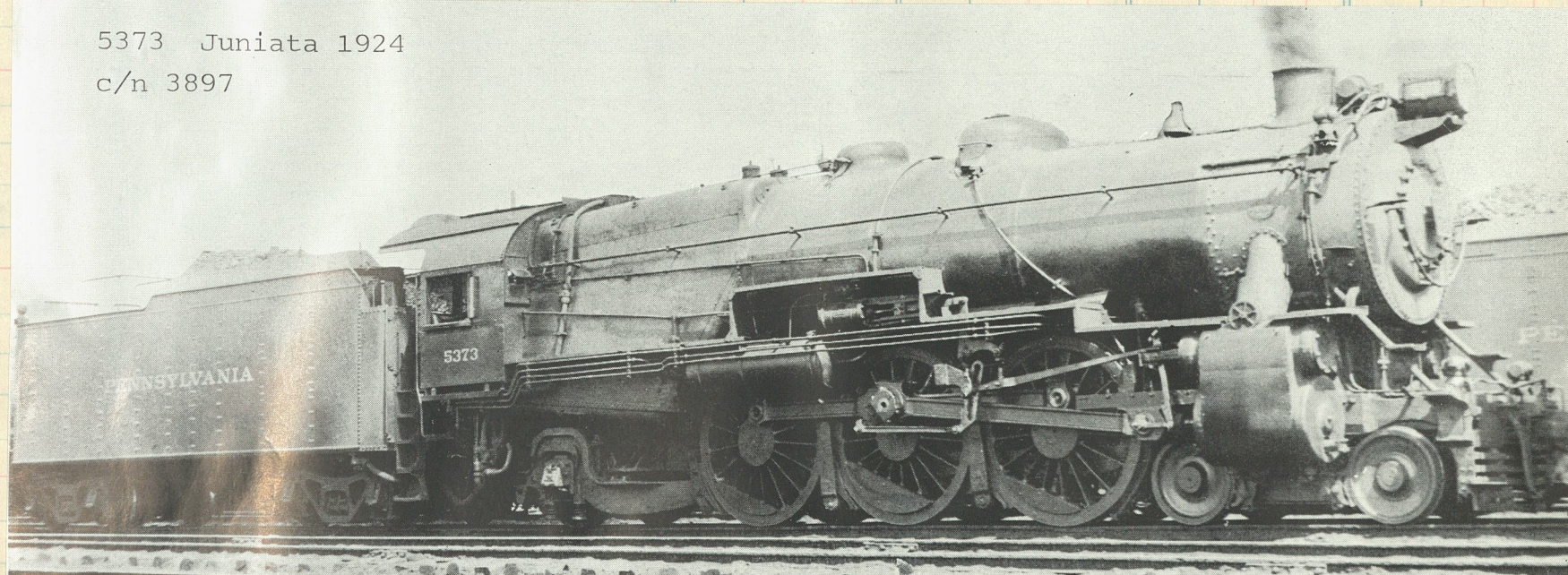
K-4s #8 Juniata (3465) 1918



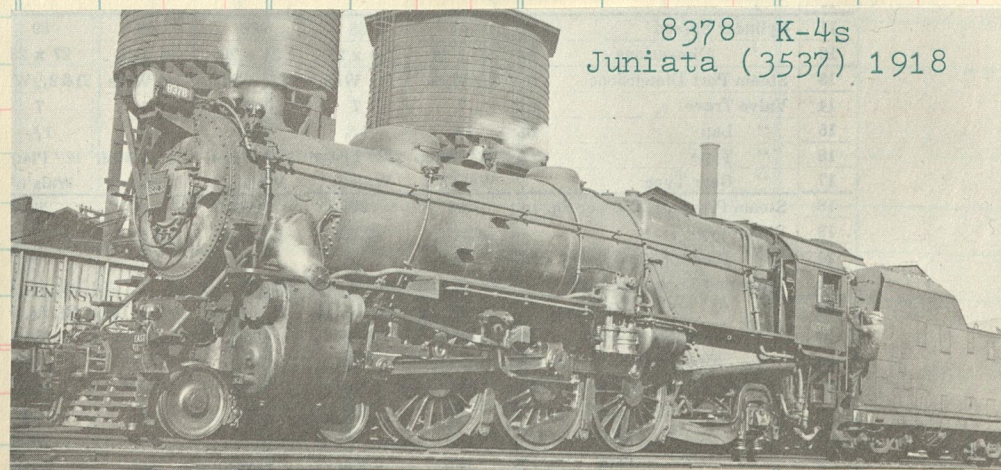
#5496



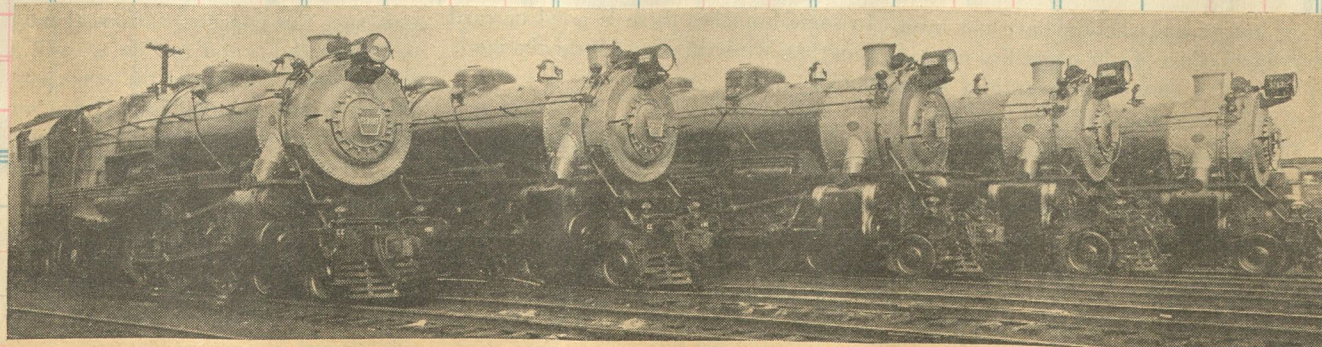
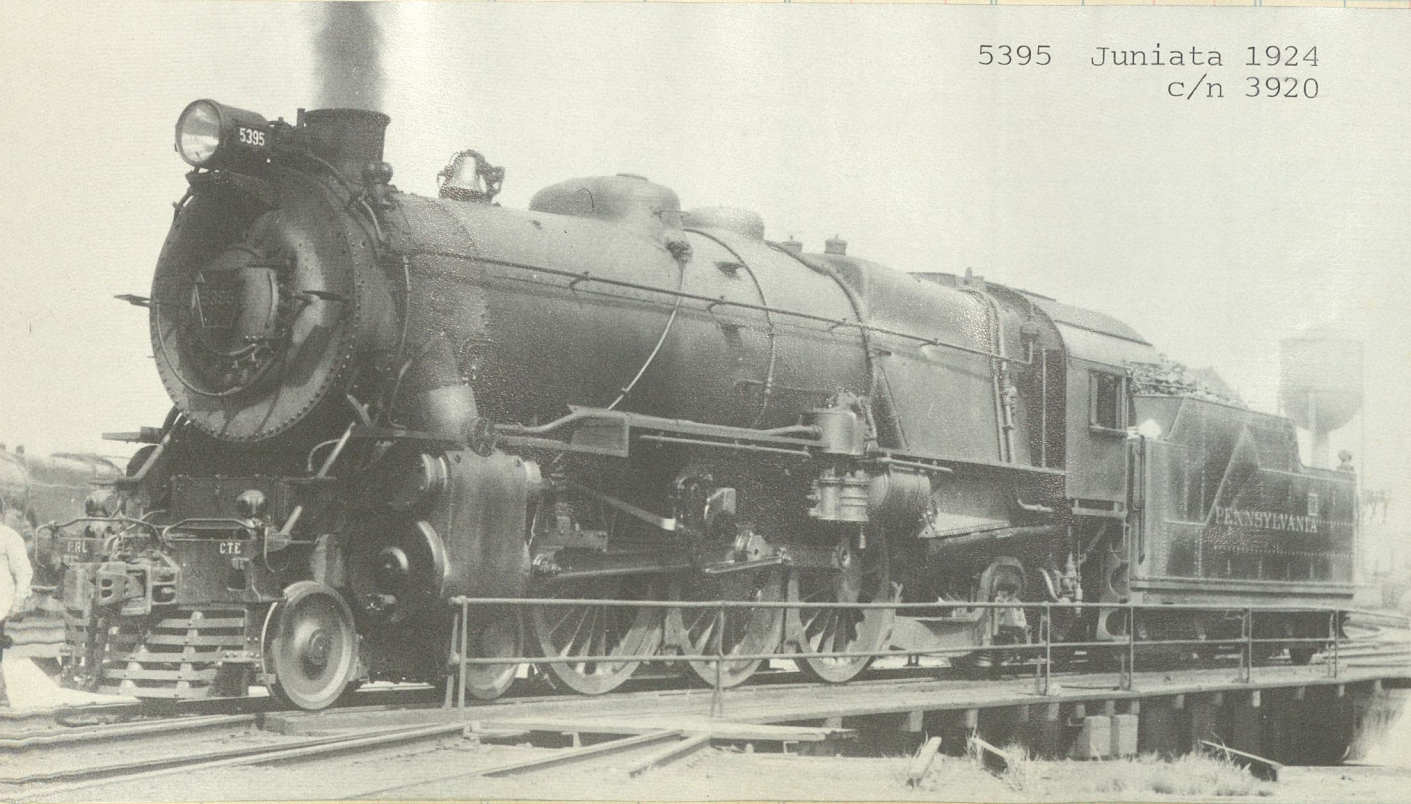
5373 Juniata 1924
c/n 3897



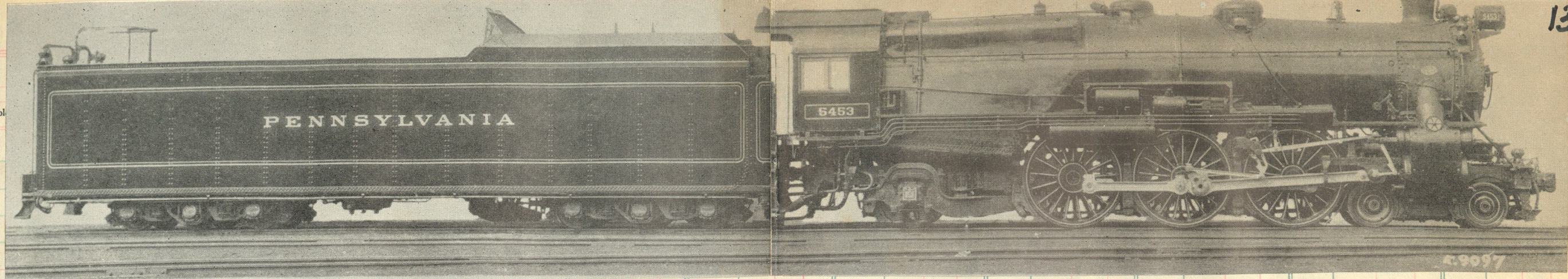
8378 K-4s
Juniata (3537) 1918



5395 Juniata 1924
c/n 3920

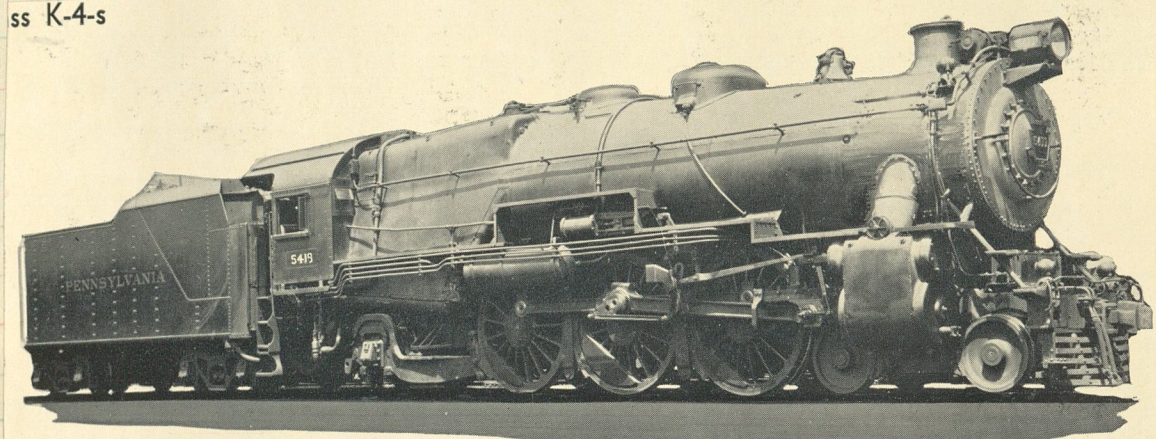


FIVE BIG LOCOMOTIVES OF THE PENNSYLVANIA READY TO GO PLACES



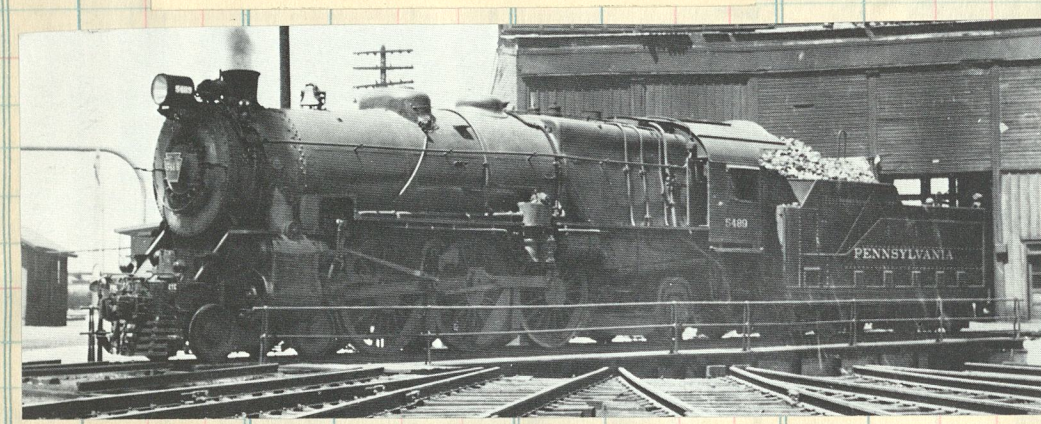
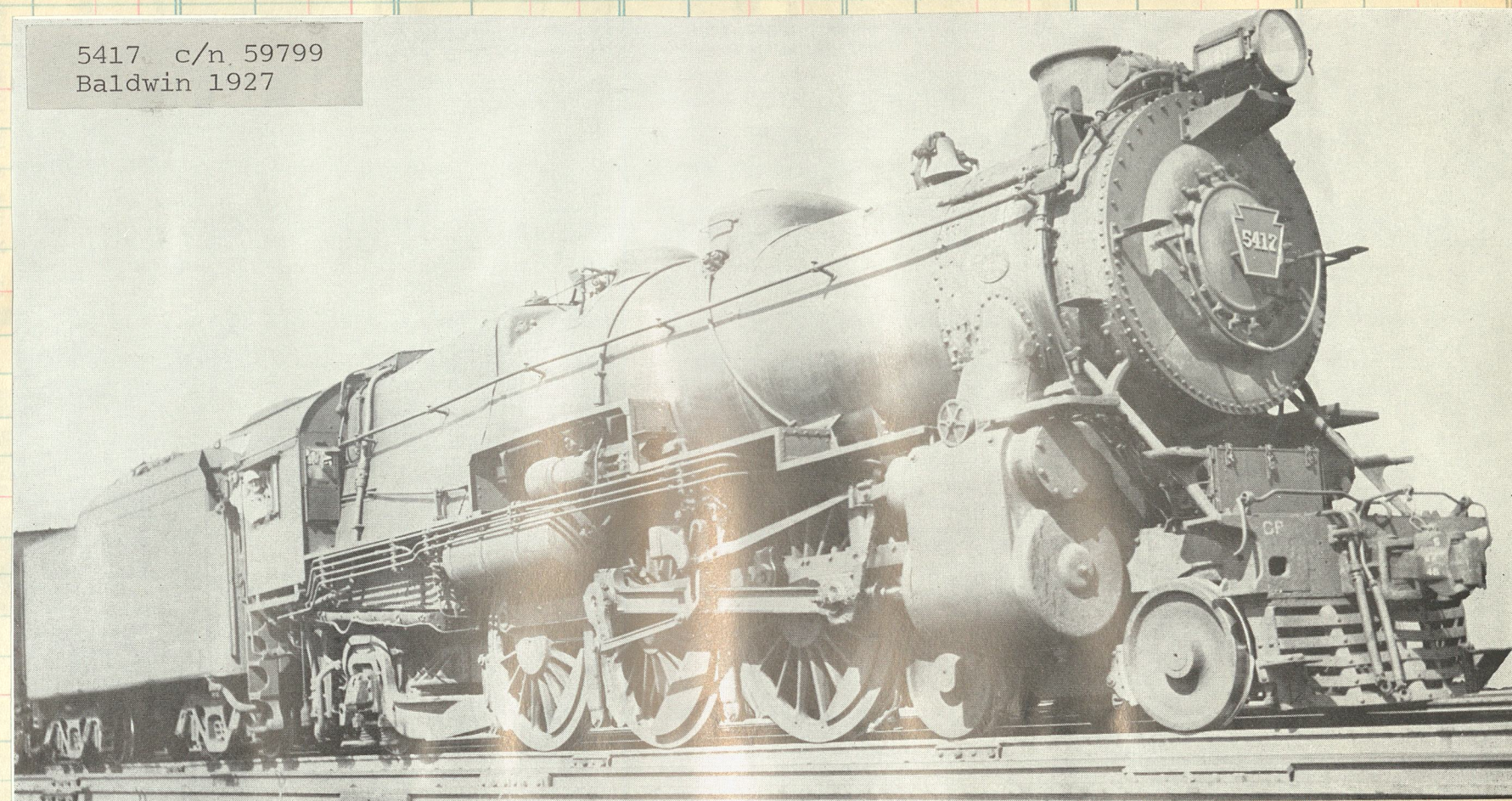
A case of the 'tail wagging the dog'. The 5453 [Baldwin 1927 c/n 59868] was one of ten K-4's fitted with these "Coast to Coast" tenders when loaded weighed 14 ton more than the engine!

ss K-4-s

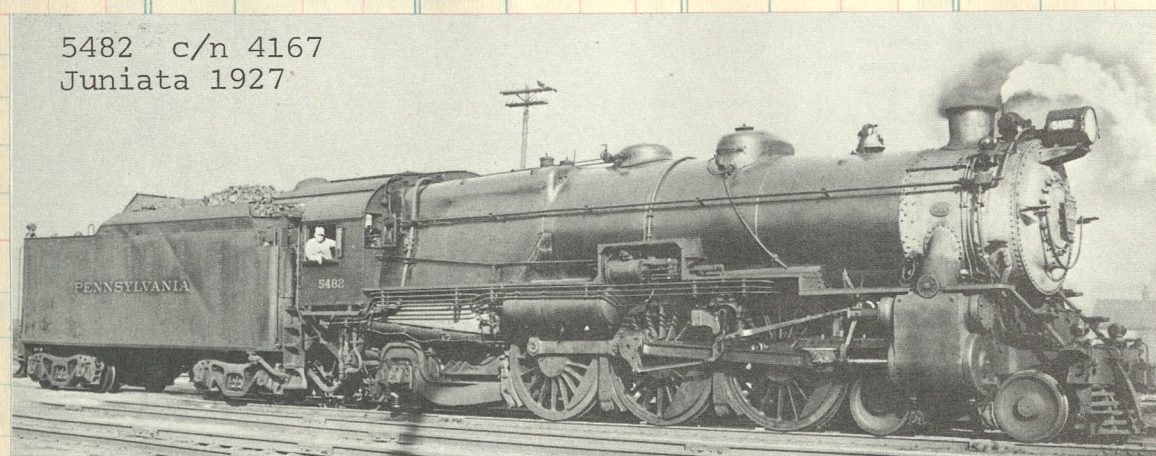


5419 59801 Baldwin 1927

5417 c/n 59799
Baldwin 1927

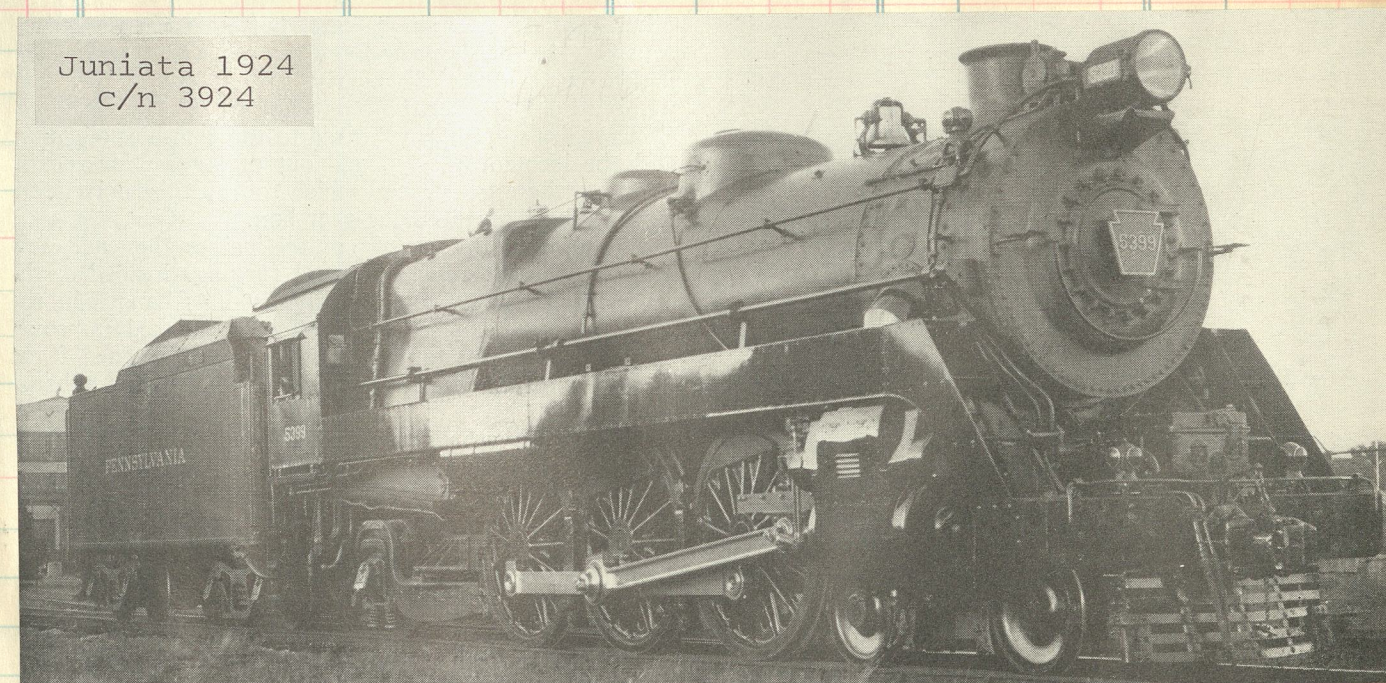


5489 c/n 4176 Juniata 1927



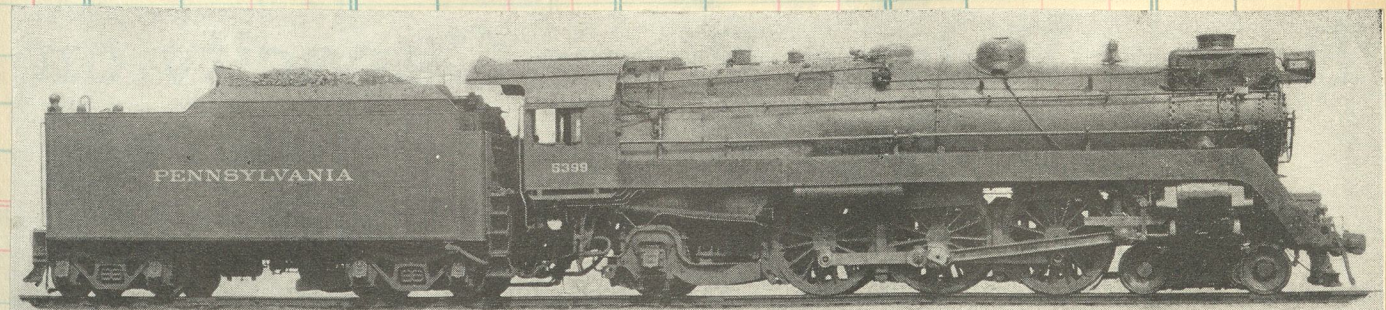
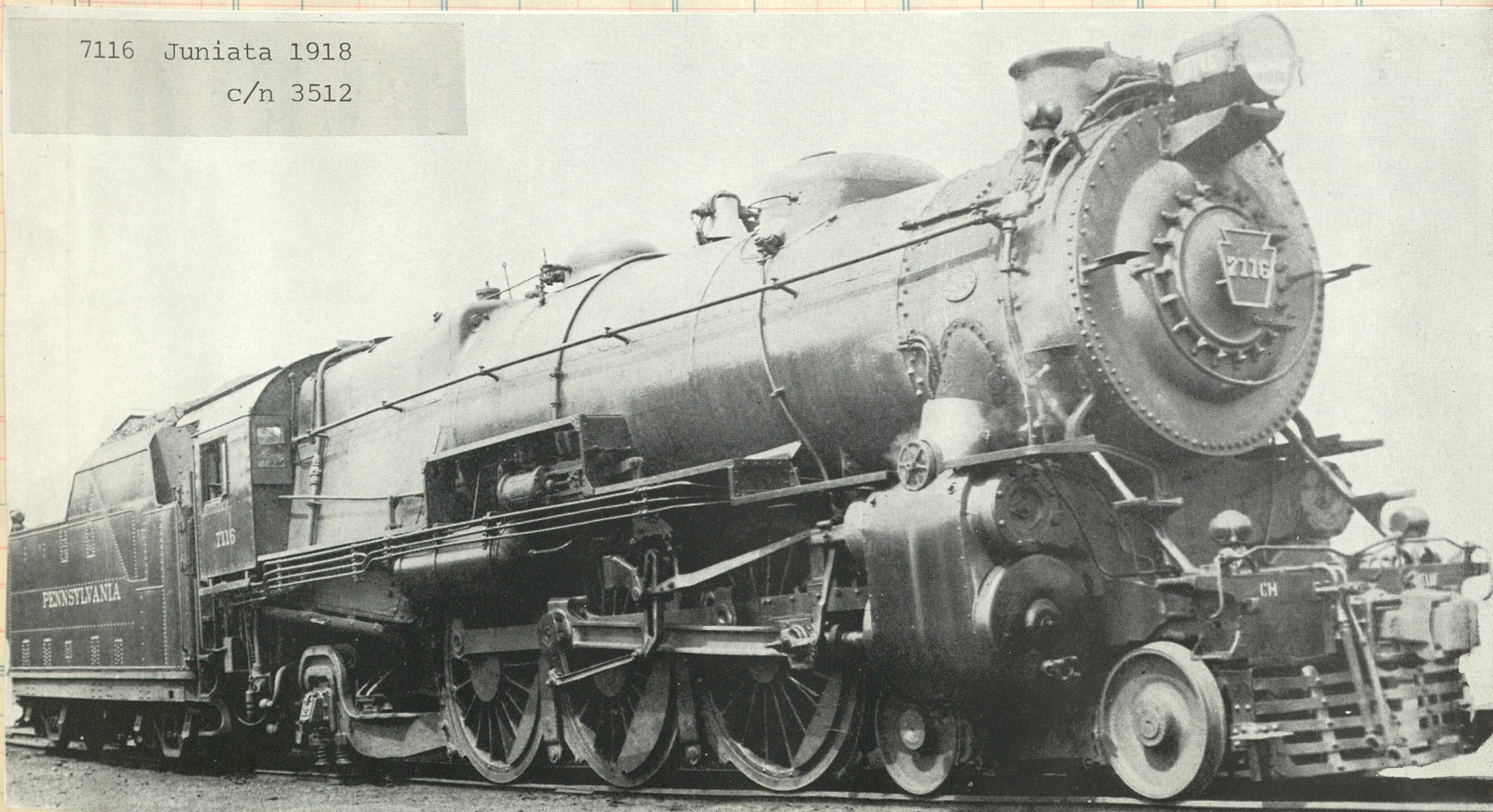
5482 c/n 4167
Juniata 1927

Juniata 1924
c/n 3924



Locomotive No. 5399 After the Installation of the Franklin System of Steam Distribution with O. C. Poppet Valves

7116 Juniata 1918
c/n 3512



Pennsylvania Railroad Locomotive No. 5399 After the Installation of a New Superheater Header with the Multiple Throttle and Type ASW Single-Pass Superheater Units

IN an extensive series of tests on the Pennsylvania Railroad test plant at Altoona, Pa., locomotive No. 5399, a Pennsylvania class K4s Pacific type equipped with the Franklin system of steam distribution, with O. C. poppet valves,* and a new single-pass Type ASW superheater, developed a maximum indicated horsepower of 4,267 at about 75 miles an hour and an indicated horsepower of 4,099 at 100 miles an hour. Compared with the indicated horsepower of a standard class K4s locomotive, at a steam consumption of 70,000 lb. per hour, No. 5399 showed an increase in indicated horsepower capacity of 16.2 per cent at 40 miles an hour, 17.1 per cent at 60 miles an hour, 22.9 per cent at 80 miles an hour, and 46.8 per cent at 100 miles an hour. Translated into terms of steam economy, locomotive No. 5399 used 13.8 per cent less steam per indicated horsepower-hour at 40 miles an hour, 14.5 per cent less at 60 miles an hour, 18.4 per cent less at 80 miles an hour, and 31.7 per cent less at 100 miles an hour. While this improvement is largely due to the poppet valves, it should be

* A description of the changes in this locomotive to fit it with the Franklin system of steam distribution and an account of the road tests and road service on the Pennsylvania Railroad appeared in the *Railway Age* for March 1, 1941, page 375.

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.
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to.	Sold	Amount	Clos. No.	Sold	Amount
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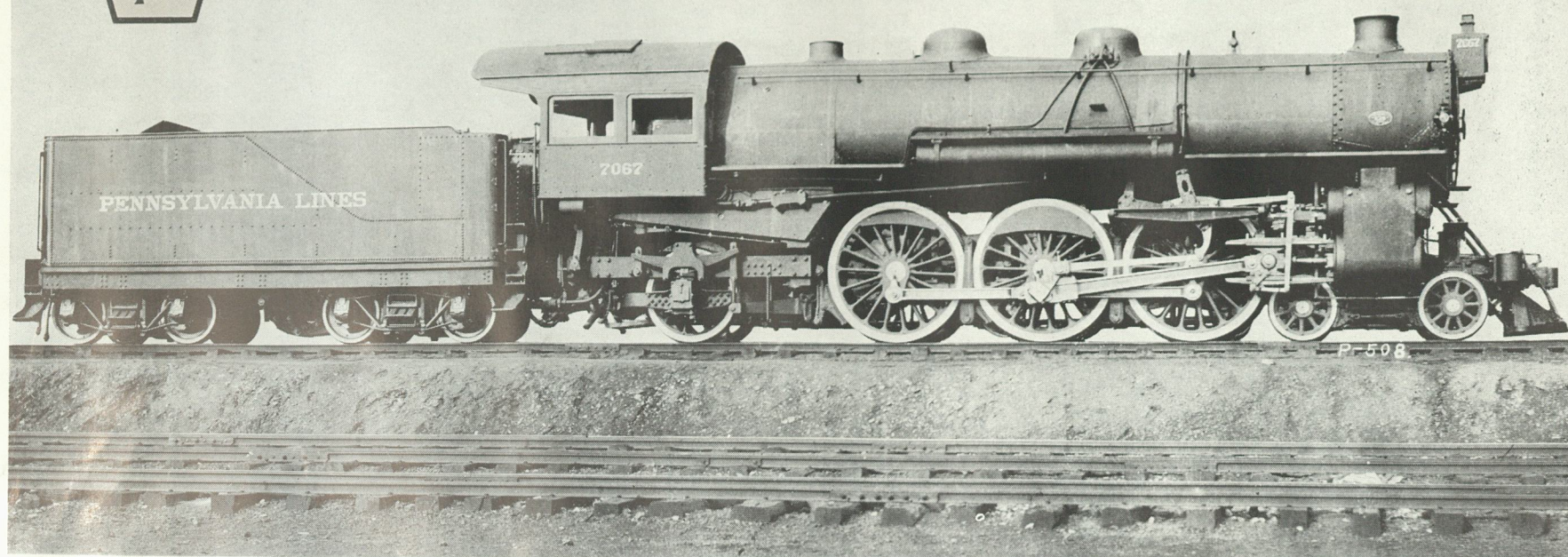


Fig. 16. No. 7067. Pennsylvania Rail Road. Class K28 4-6-2 Type. Built by American Locomotive Co., Pittsburgh Works, April 1907. Builder's No. 41525. This was the first Pacific (4-6-2) Type locomotive on the Pennsylvania R. R. American Locomotive Co. Photo.

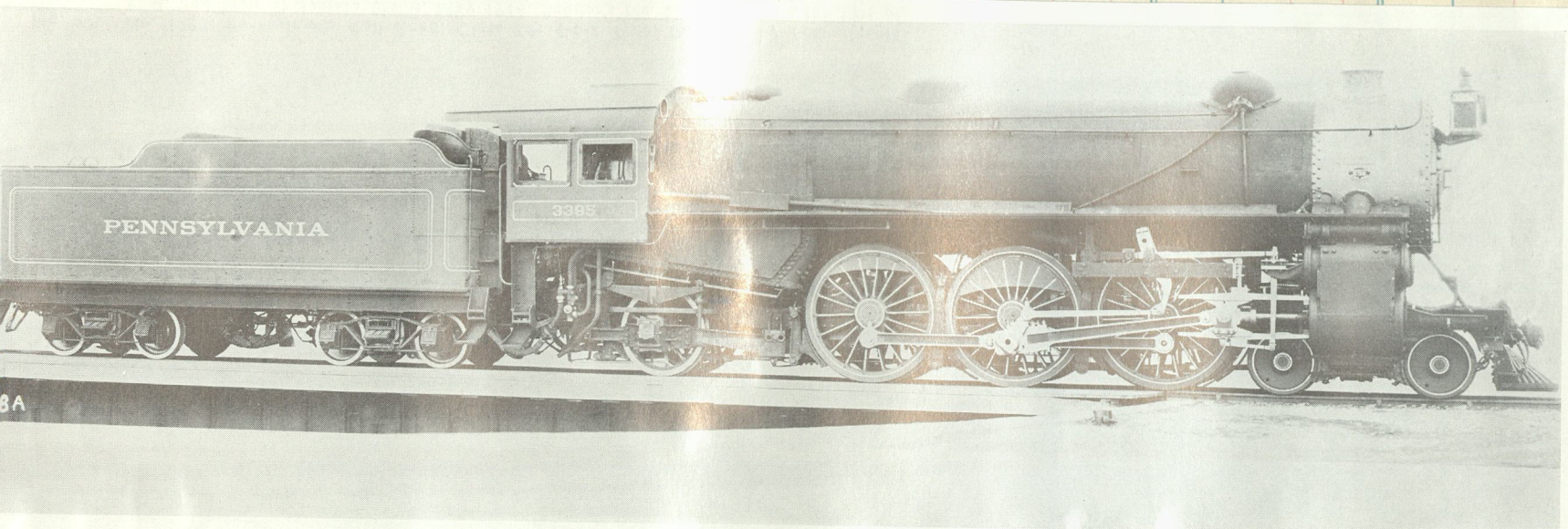
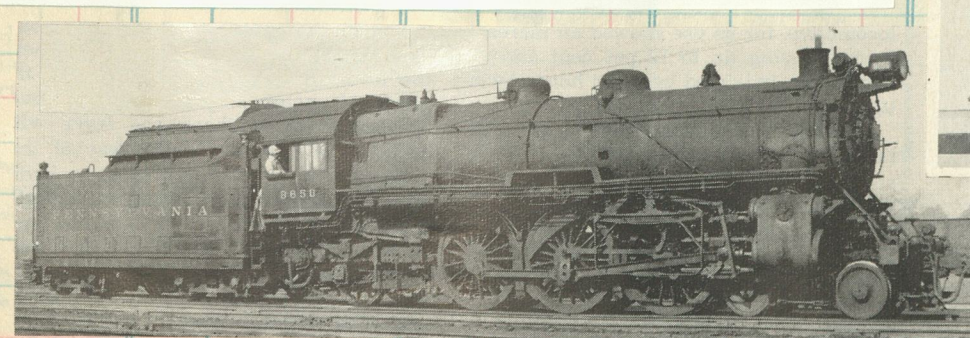
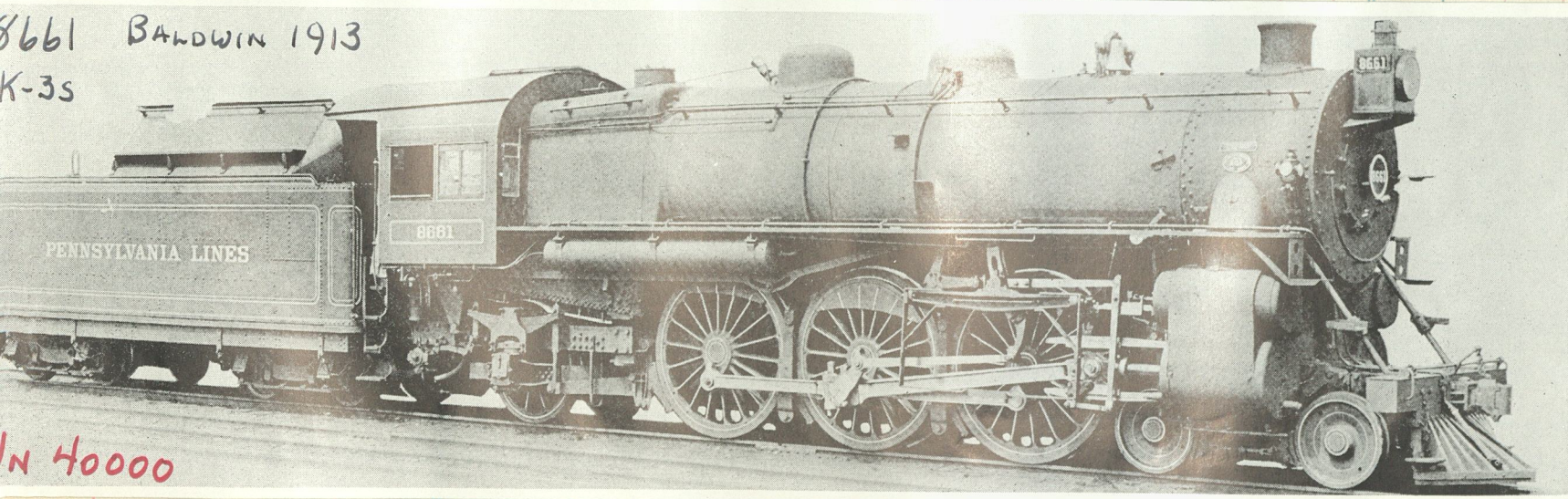
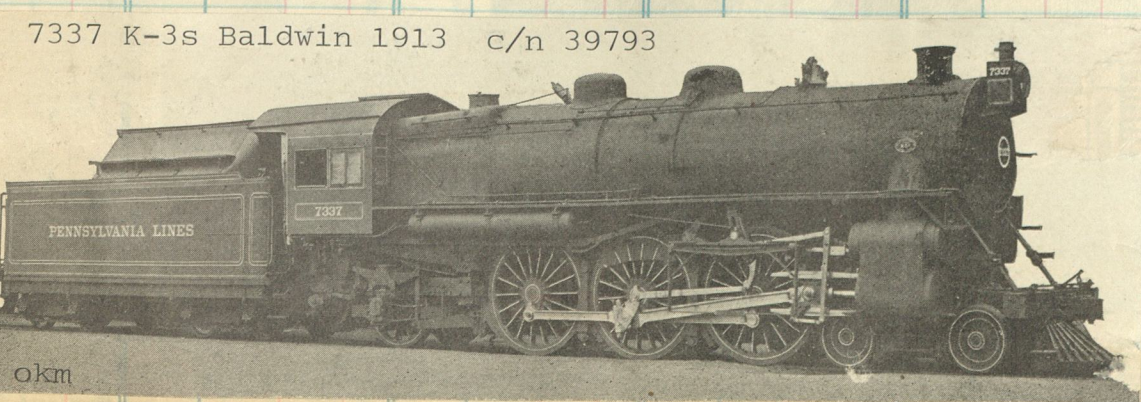


Fig. 26. No. 3395. Pennsylvania Rail Road. Class K29s 4-6-2 Type. Built by American Locomotive Co., Schenectady Works, November 1911. Builder's No. 50186. A highly successful experimental locomotive from which the famous Class K4s design was developed by the Pennsylvania R. R.

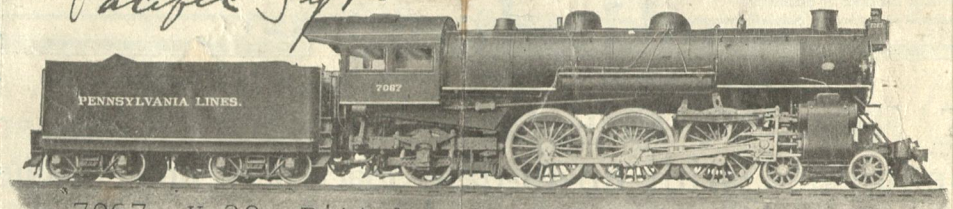


8656 K-3s Baldwin 1913 c/n 39951



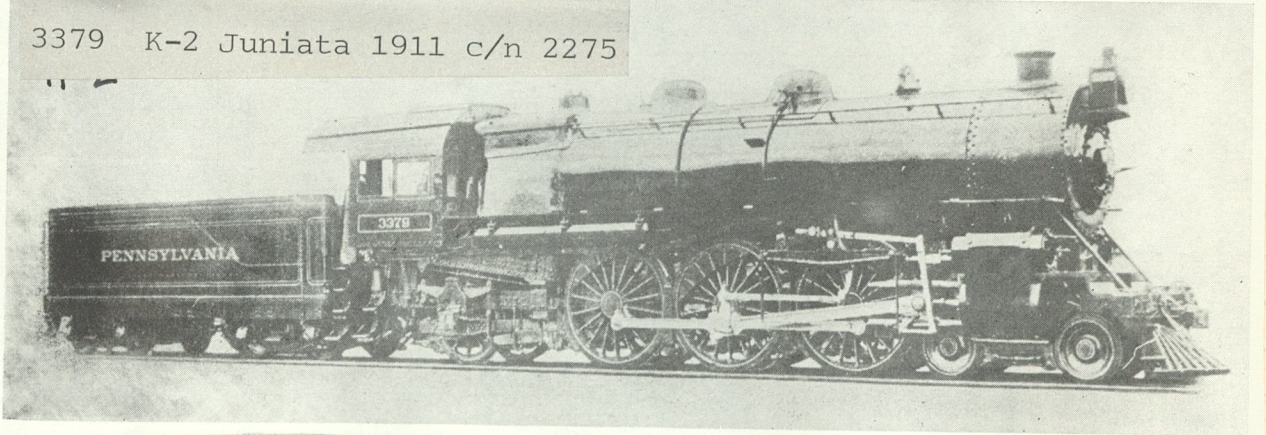
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Pacific Type

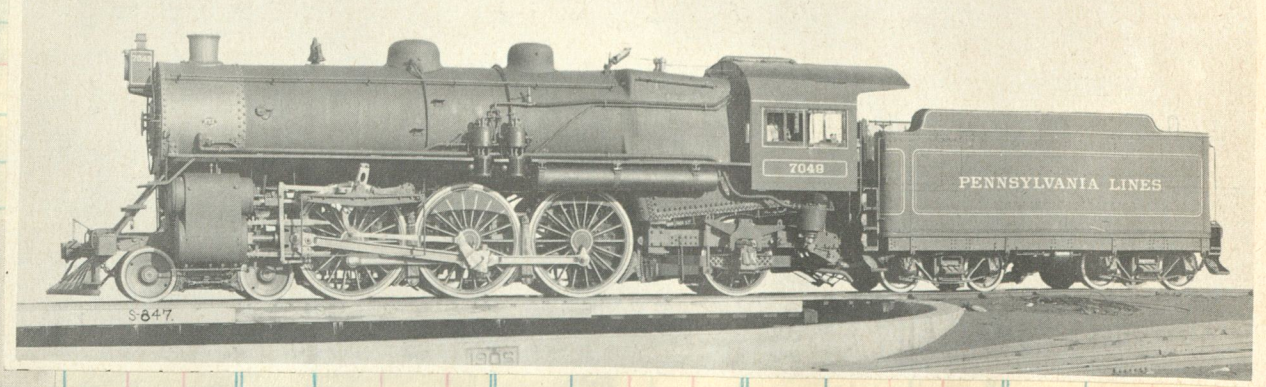


7067 K-28 Pittsburgh 1907 c/n 41525
Experimental engine, only one built
The Heaviest and Most Powerful Passenger Locomotive in the World.

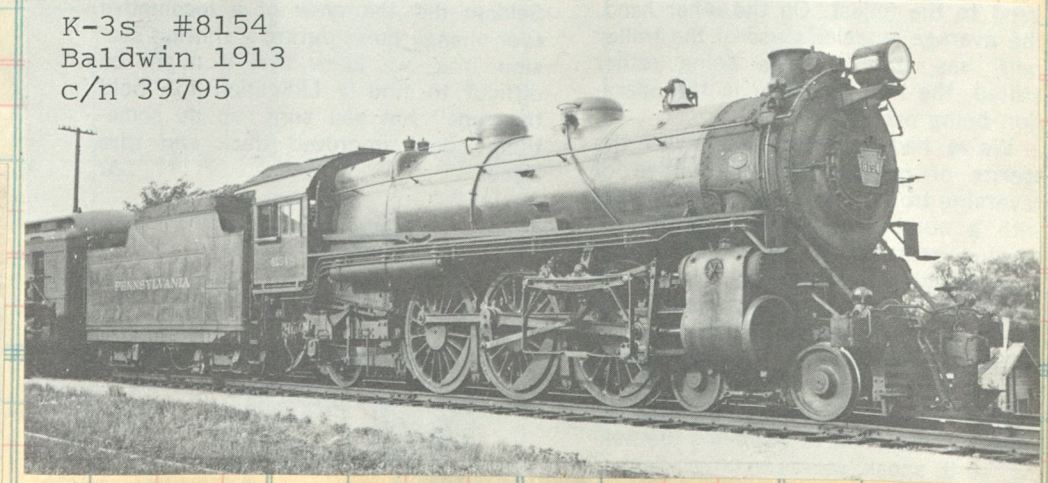
o k m



Schenectady Pacific #7049, class K-2a, c/n 50526, ten blt 1912



K-3s #8154
Baldwin 1913
c/n 39795



3337 K-2
Juniata 1911
c/n 2191

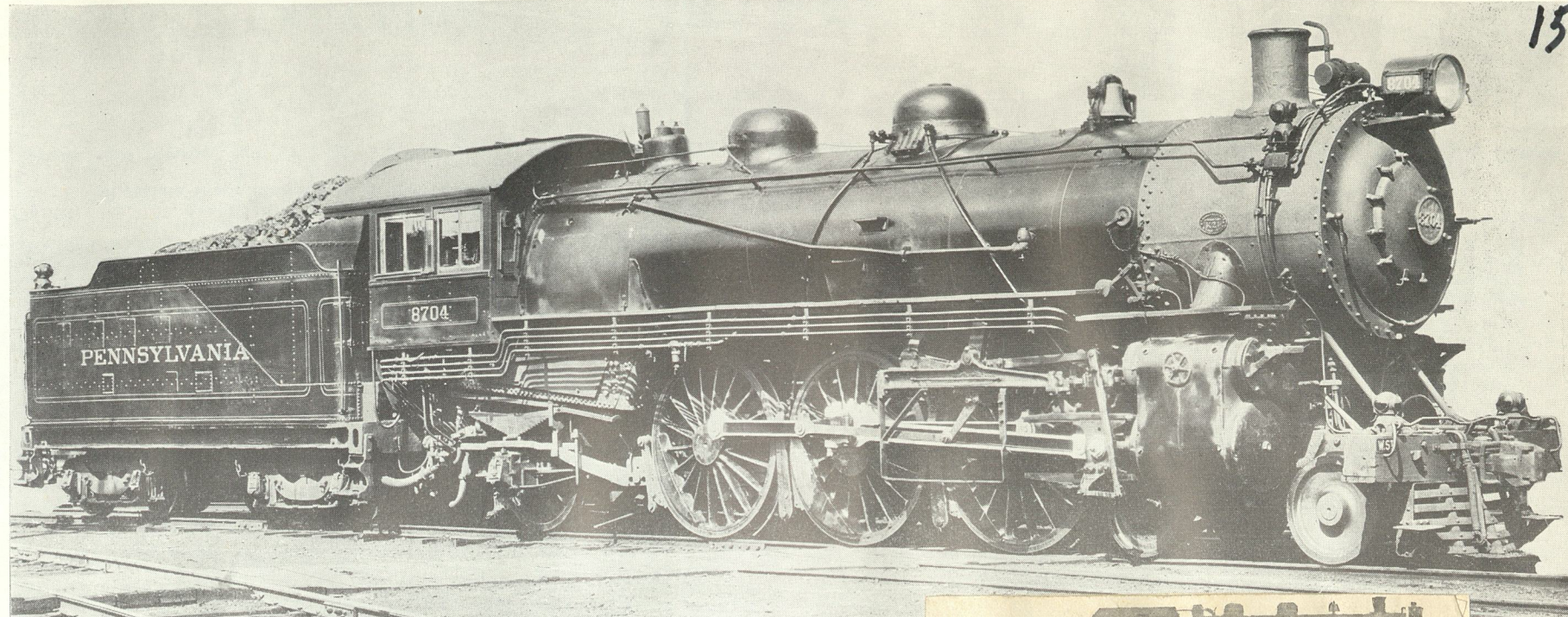
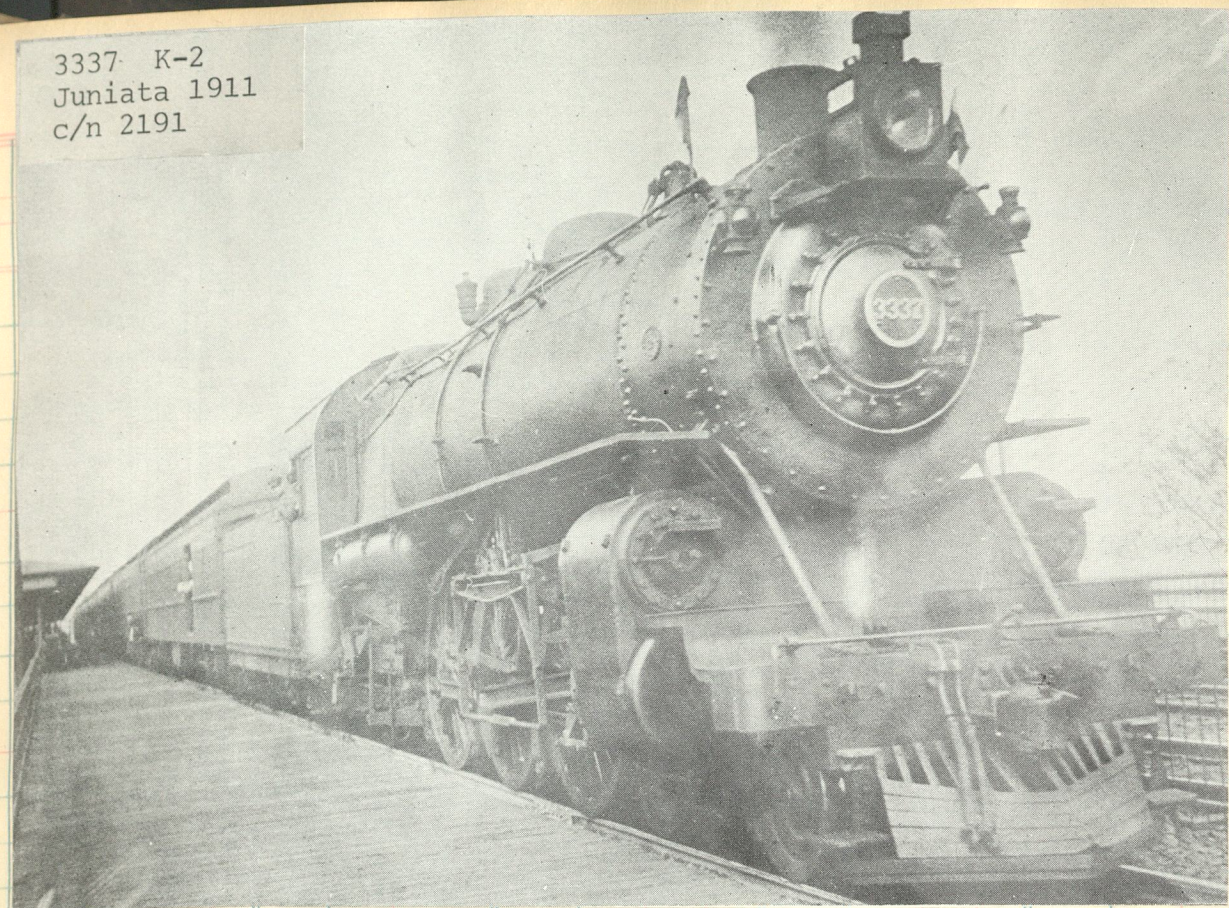
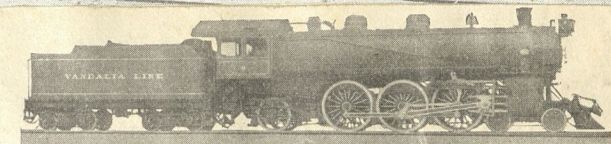


Fig. 20. No. 8704. Pennsylvania Rail Road. Class K21s 4-6-2 Type. Built by American Locomotive Co., Schenectady Works, October 1911, as No. 4, St. Louis, Vandalia & Terre Haute R. R., "The Vandalia Line." Renumbered 8704 in 1916 when the Vandalia Line was absorbed by Pennsylvania R. R. This was never a standard class on the Pennsylvania R. R.

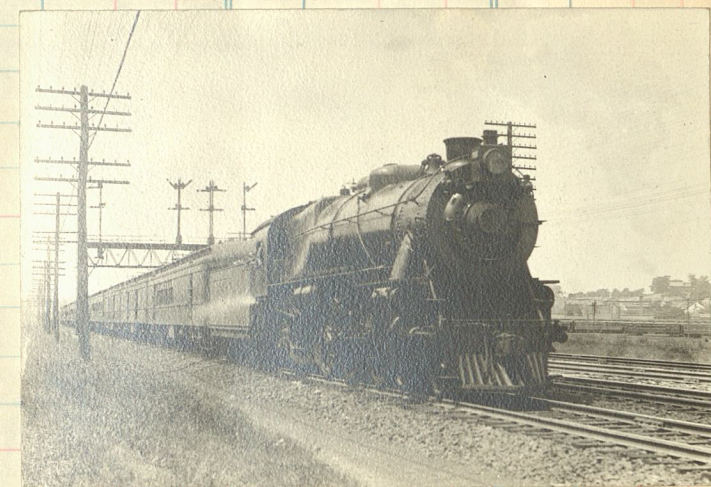
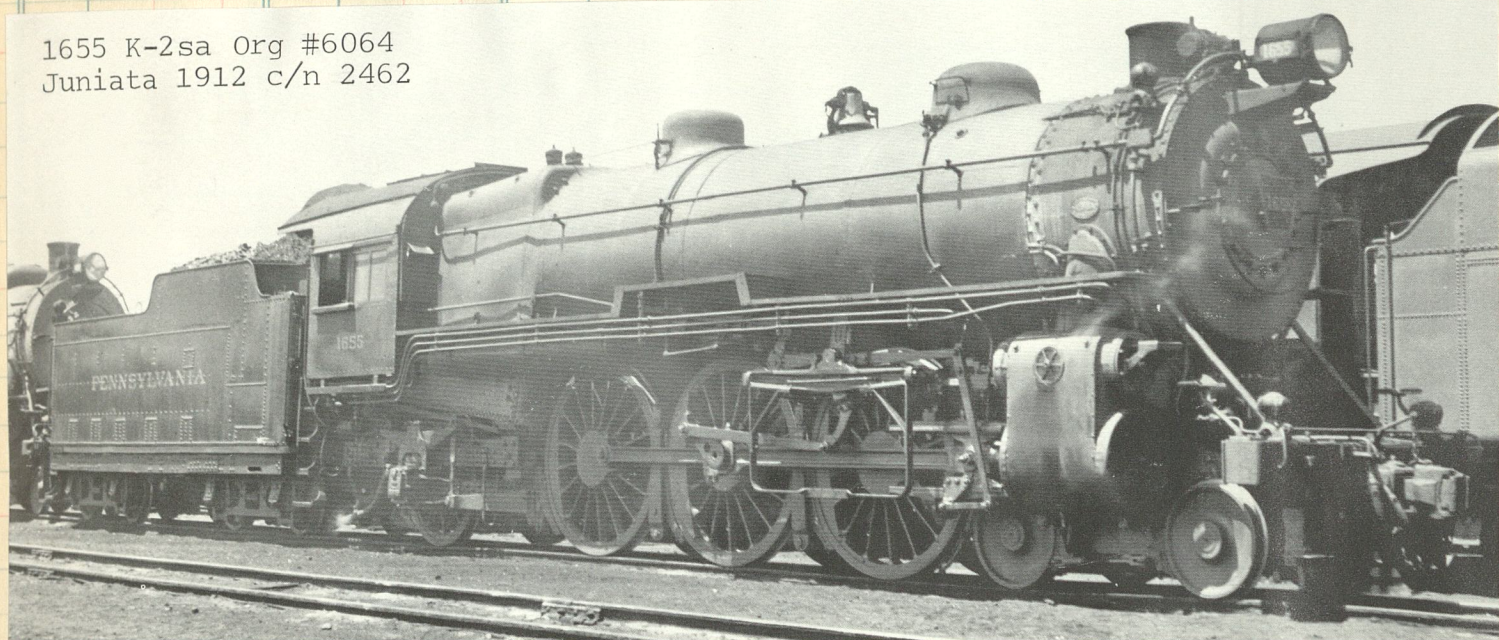


#5

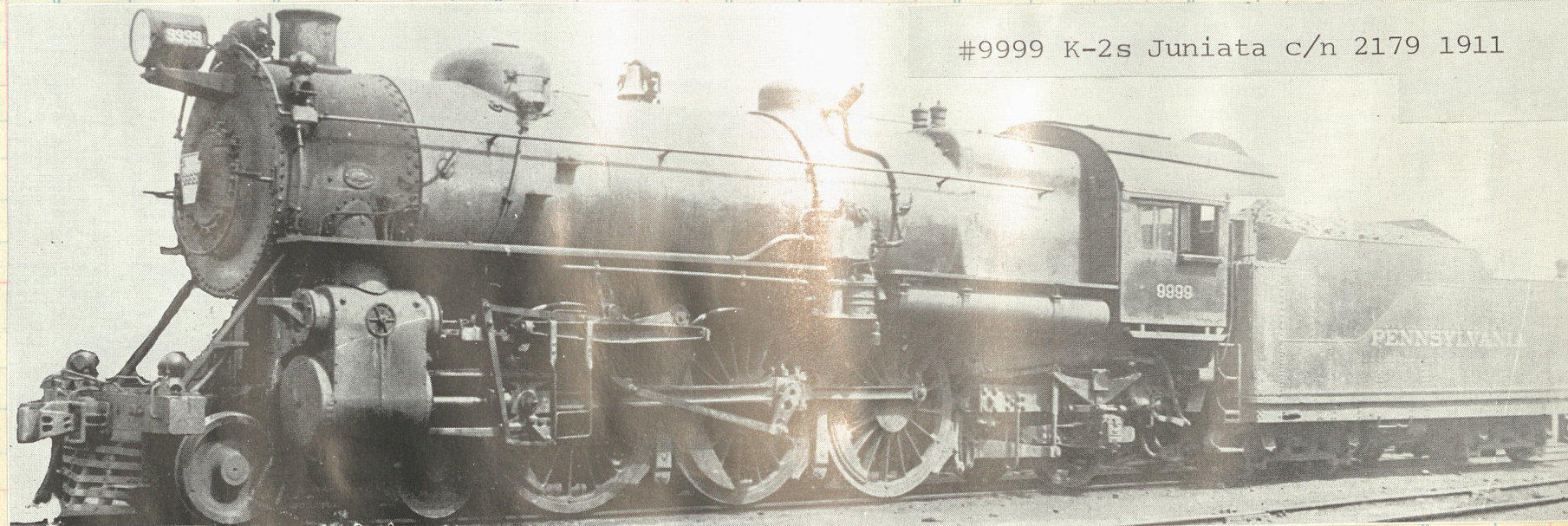
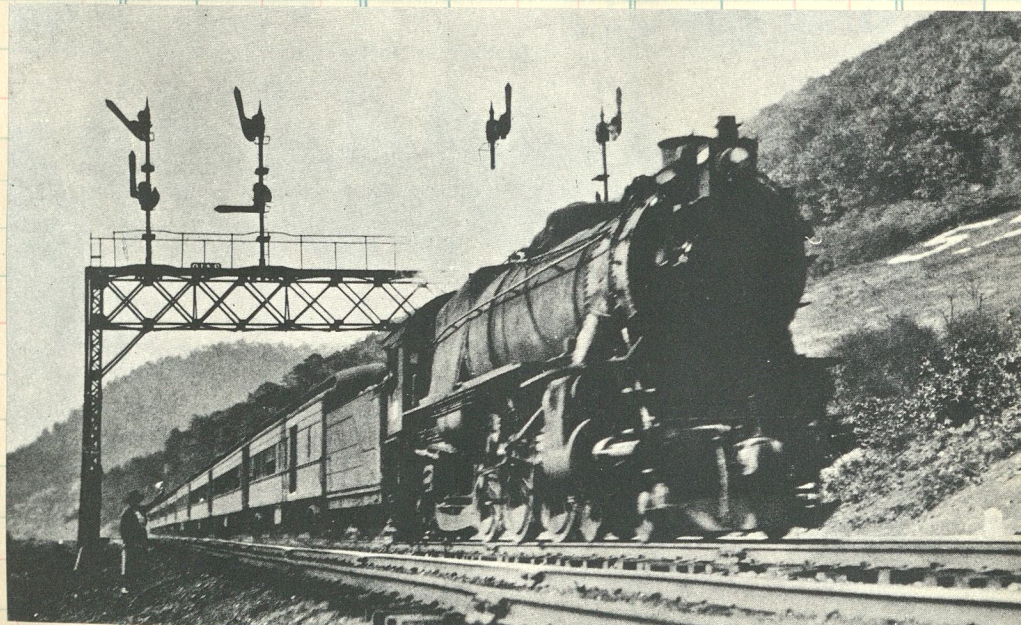
VANDALIA RAILROAD

Total Weight of Engine, 260,000 pounds; Weight on Drivers, 165,000 pounds; Diameter of Drivers, 80 inches; Boiler Pressure, 200 pounds; Cylinders, 24 x 26 inches; Maximum Tractive Power, 31,800 pounds.

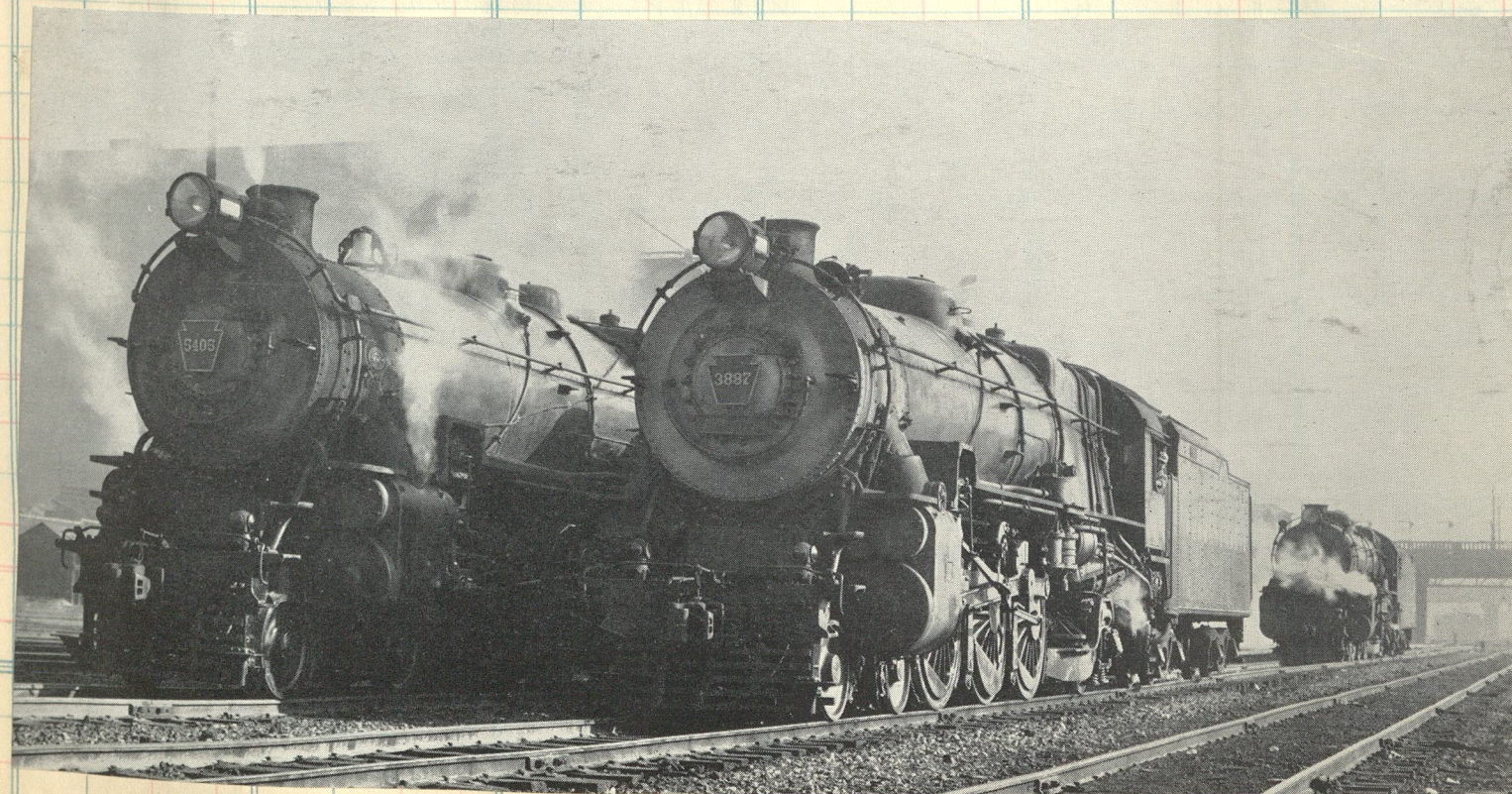
1655 K-2sa Org #6064
Juniata 1912 c/n 2462



North of Washington, D.C. c 1916
foto by C. C. Badger



#9999 K-2s Juniata c/n 2179 1911

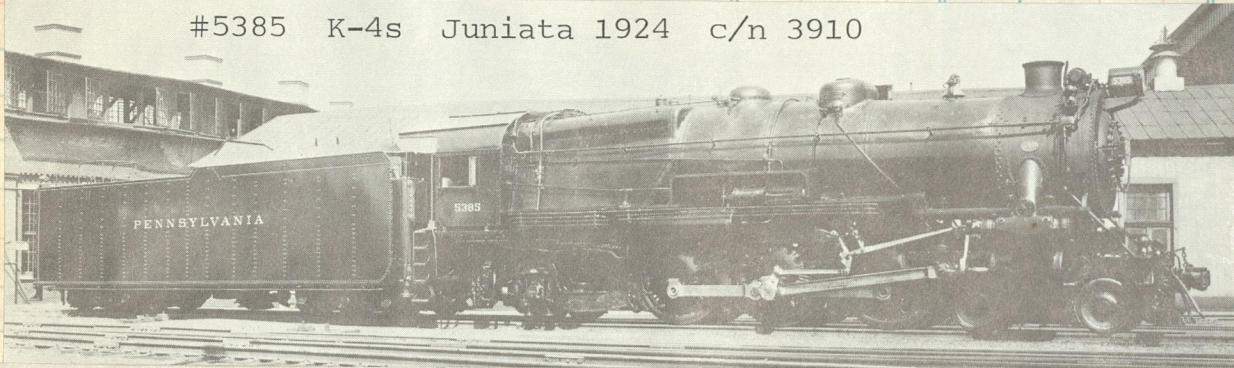


A HAND-FIRED BALDWIN K4, No. 5406, hauling a 12-car train on the Pennsylvania Railroad, near Linden, New Jersey, while bound for Washington, D.C. On the road east of Pittsburgh the K4's were hand-fired well up into the 1930's. Finally came the I.C.C. edict which forced stoker applications on all road engines which exceeded a specific weight on drivers. Value of the stoker on the K4's was apparent in their twilight years when they made records never envisioned by their creators. (Collection of Frederick Westing)



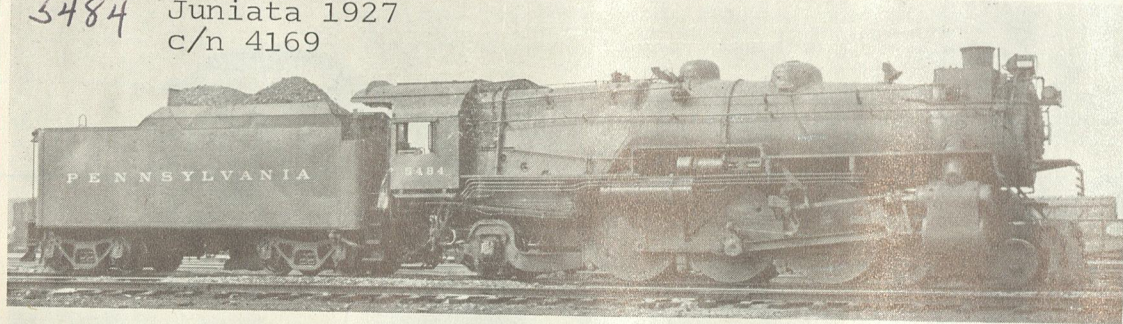
All the attempts at 'streamlining' was hideous and superfluous. The steam locomotive in its usual normal form would not set up serious wind resistance. Outside of providing "news copy" for the P.R. Dept, streamlining did nothing for operational improvement. In 1940 Raymond Loewy worked up this fancy dress for the 1120, K-4s Juniata 1917 c/n 3283.

#5385 K-4s Juniata 1924 c/n 3910



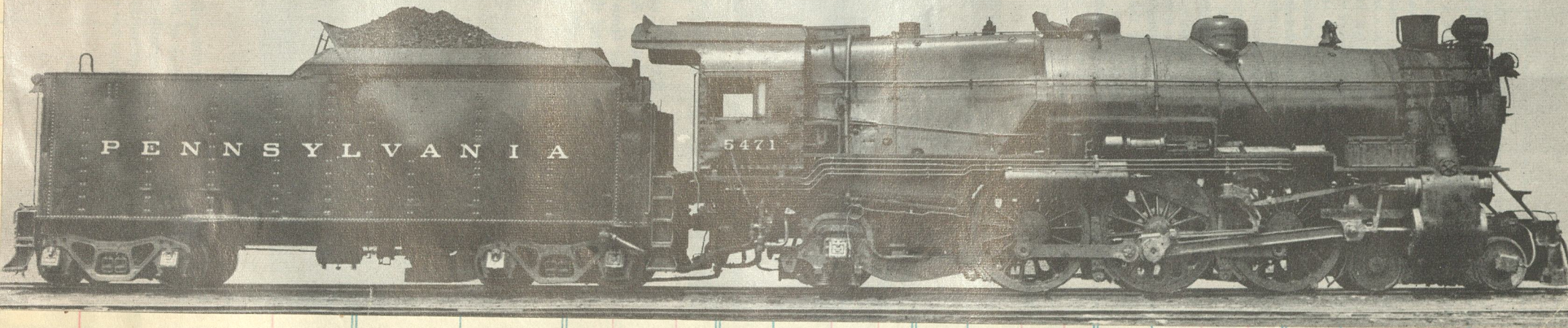
Even with Baldwin disc drivers this K-4 still retains its classic features, then, note the ugly appearance of the 5484 below.

5484 Juniata 1927
c/n 4169



Q. A. Doeright Jr., 355 Wood St., Youngstown, O.
Everybody knows the Pennsylvania Railroad K-4 Pacific, one of the most prolific breeds of steam locomotive ever conceived. But with disk drivers, roller-bearing driving axles, front-end throttle, and front-end changes the K-4sa looks different.

Baldwin 1927
c/n 59918



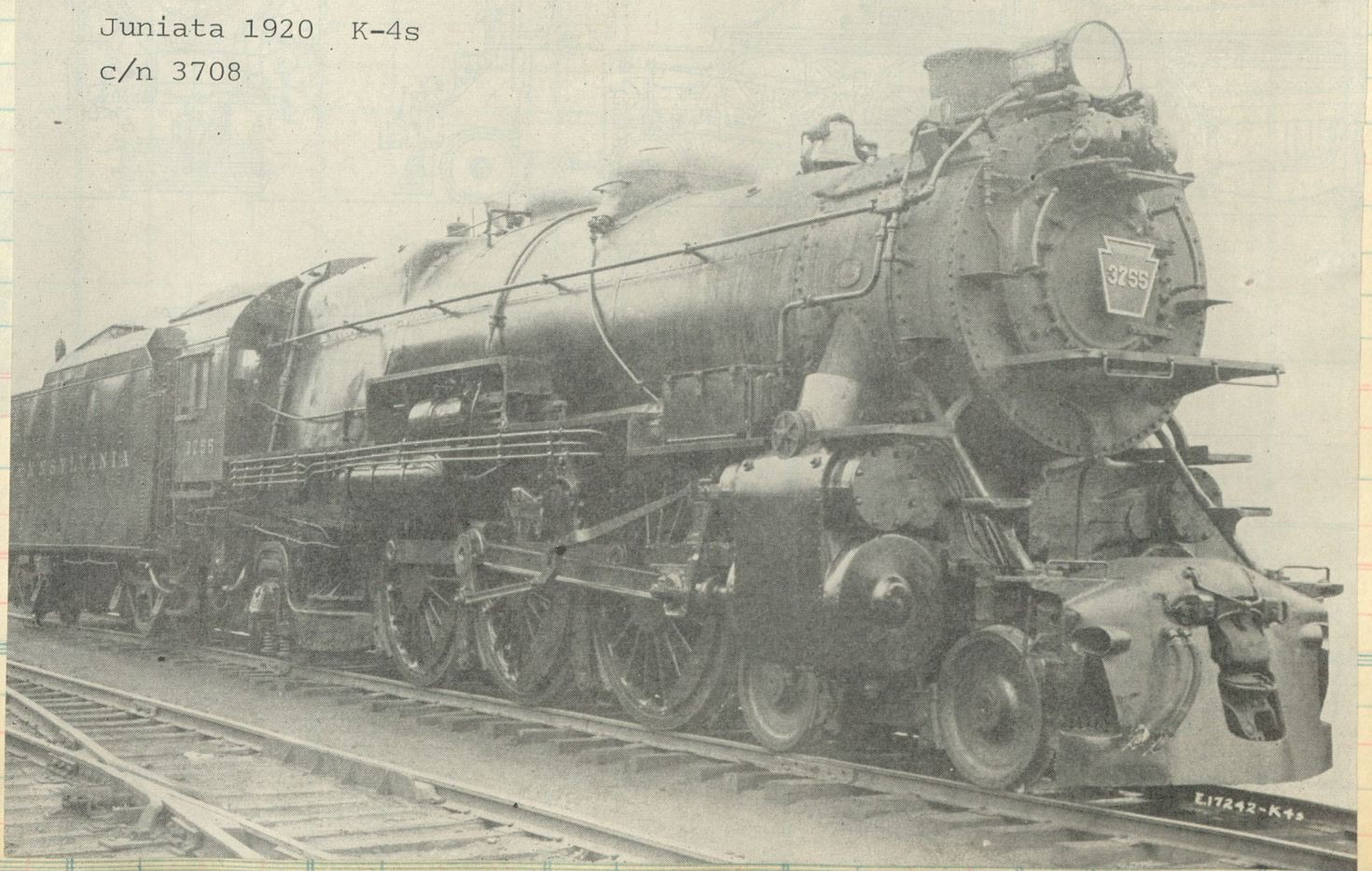
The 5471 was one of only twenty K-4's left on the roster in 1956.

Juniata 1920
c/n 3685



↑A proud PRR K-4 Pacific accelerates the Norfolk-bound Del-Mar-Va Express out of Wilmington for the Old Dominion State. Train has just left main line and is approaching single-track bridge over the Christina River.

Juniata 1920 K-4s
c/n 3708



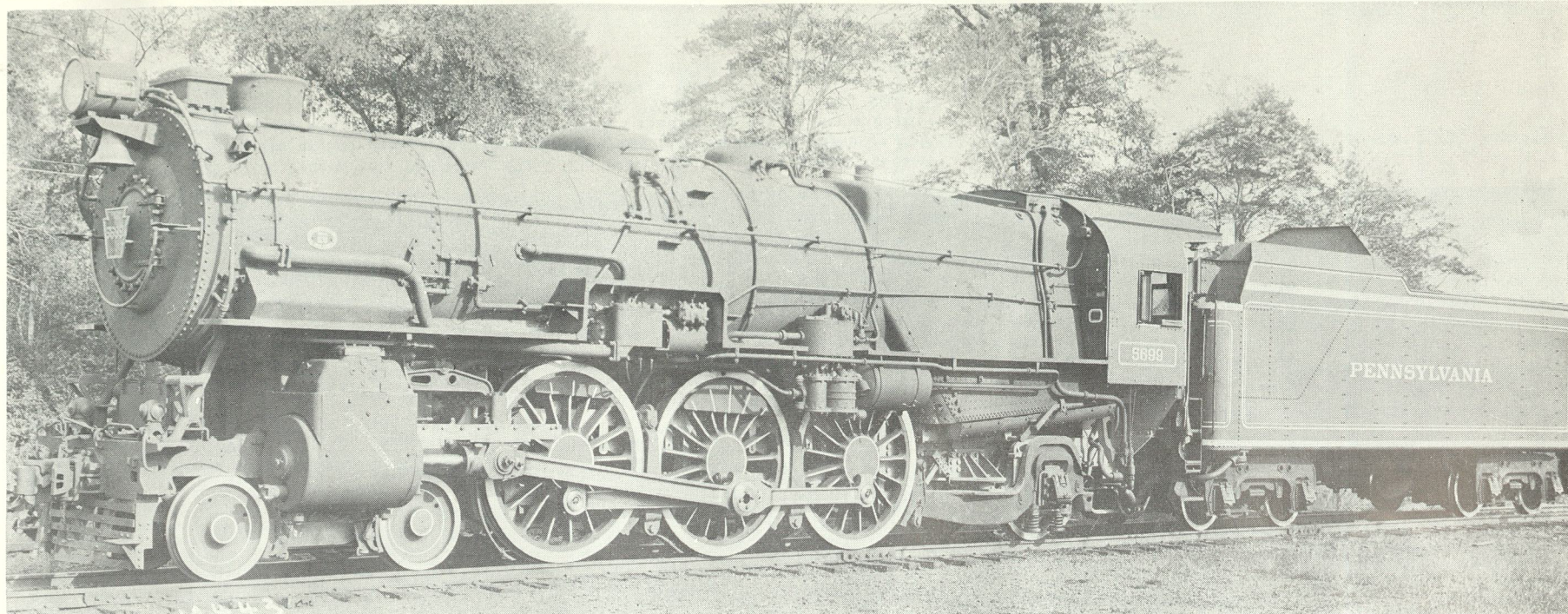


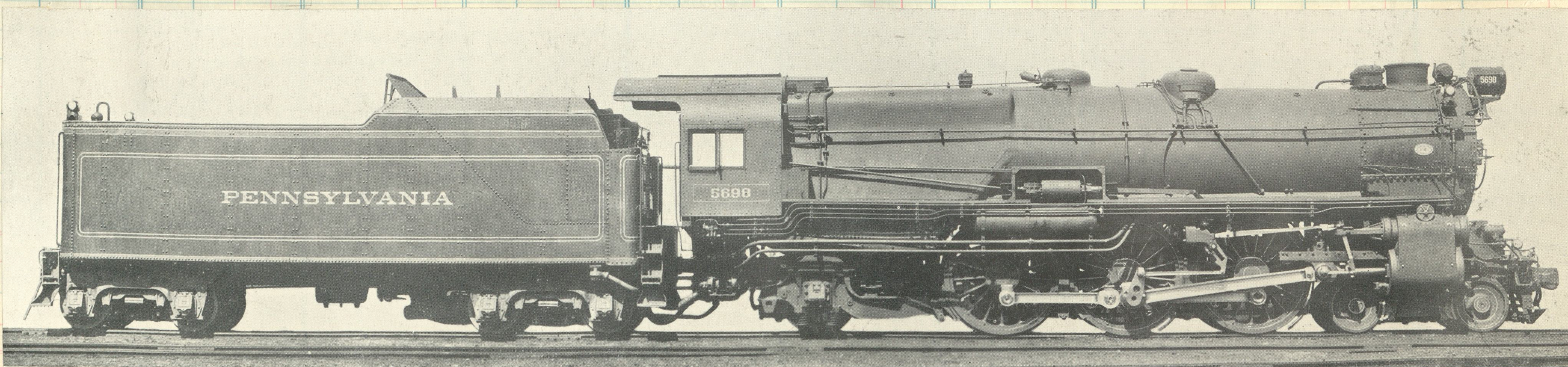
Fig. 31. No. 5699, Pennsylvania Rail Road, Class K5 4-6-2 Type. Built by Baldwin Locomotive Works at Eddystone, September 1929. Builder's No. 60660. An experimental locomotive which was a duplicate of Class K5 No. 5698, except that Caprotti valve gear and poppet valves were used instead of Walschaert valve gear and piston valves. In 1937 the Caprotti valve gear and poppet valves were removed and new piston valve cylinders and Walschaert valve gear were substituted. Only two Class K5 locomotives were built for test purposes.



Cylinders 27" x 30" Boiler diameter 84½"
Drivers 80" Weight, total engine, 331,555 lb.



“MUSSOLINI” — as Pennsy crews called their Caprotti-geared K5 — has a roll on train 15 as she pounds through Narberth, Pa., 7 miles west of Philadelphia. Imported version of poppet valves proved too frail for U.S. conditions, were scrapped in favor of Walschaerts.



Class K-5 passenger locomotive

Road numbers of this series	5698-5699	Weight on leading truck, lbs.	66,240
Built	PRR, Baldwin, 1929	Weight on trailing truck, lbs.	59,700
Cylinders, diameter and stroke, in.	27 x 30	Weight of engine and tender, lbs.	589,800
Diameter of drivers, in.	80	Grate area, sq. ft.	69.89
Tractive power, lbs.	54,675	Evaporative heating surface, sq. ft.	4285
Boiler pressure, lbs. per sq. in.	250	Superheater heating surface, sq. ft.	1634
Total weight of engine, lbs.	335,350	Tender capacity: Tons of coal	21.8
Weight on drivers, lbs.	209,410	Gallons of water	13,475

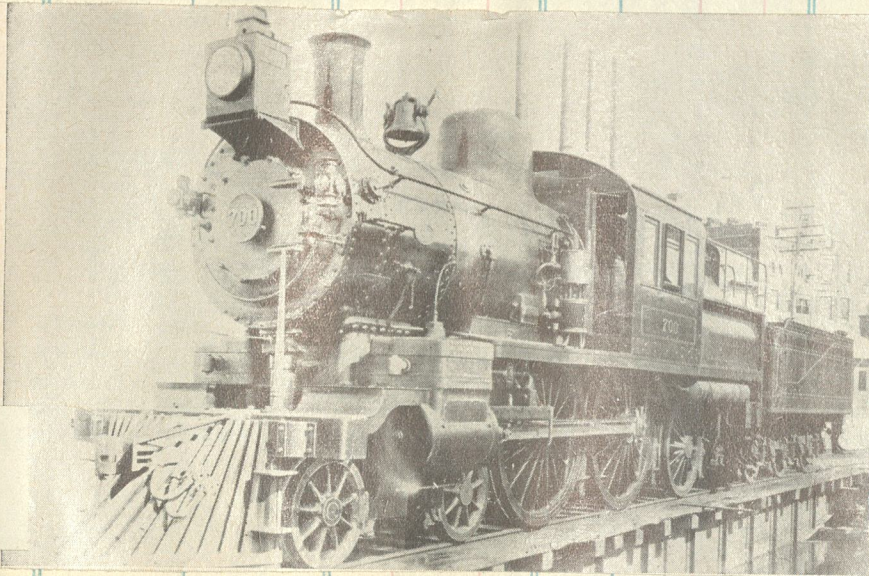
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Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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The PRR's first Atlantics, E-1 class engines 698, 700 and 820, were also the first and only Mother Hubbards on the system. Juniata built the set in 1899 for the Camden-Atlantic City, N. J., competition with the Philadelphia & Reading, which used Vulcauln compounds. The simple E-1's featured a combination Fairbairn-Wooten firebox and an English-style six-wheel tank. After some fast running they were turned over to the Long Island and scrapped by it in 1911.

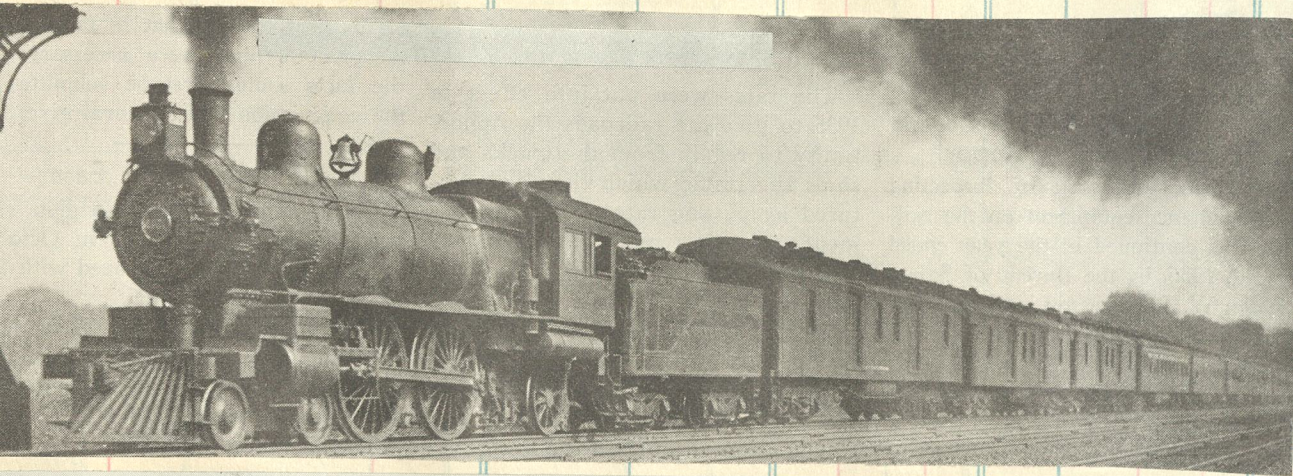
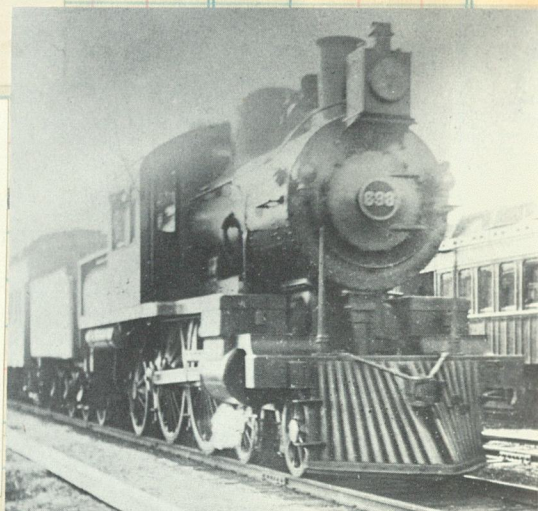
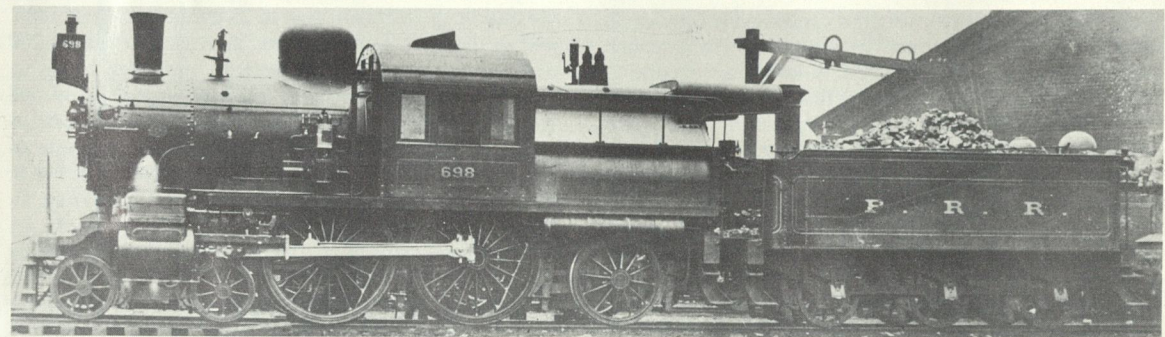
George B. Ritz,

Juniata 1899
c/n 586
To L.I. #199
in 1903



Road number	820	Boiler pressure, lbs. per sq. in.	185
Built	PRR, 1899	Total weight of engine, lbs.	173,450
Cylinders, diameter and stroke, in.	20½ x 26	Weight on drivers, lbs.	101,550
Diameter of drivers, in.	80	Grate area, sq. ft.	68
Tractive power, lbs.	21,480	Evaporative heating surface, sq. ft.	2320

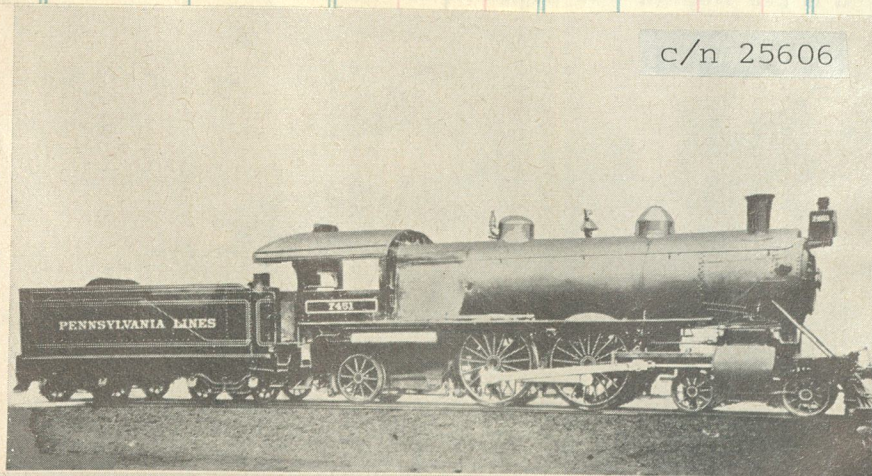
First Pennsylvania Atlantic, and one of the only three camelbacks ever owned by that road. E-1 class, built Juniata shops 1899; brakes on leading and trailing trucks; six-wheel tender. Photo taken at Jersey City 1907. (Photo: H. K. Vollrath and Michael Koch collections)



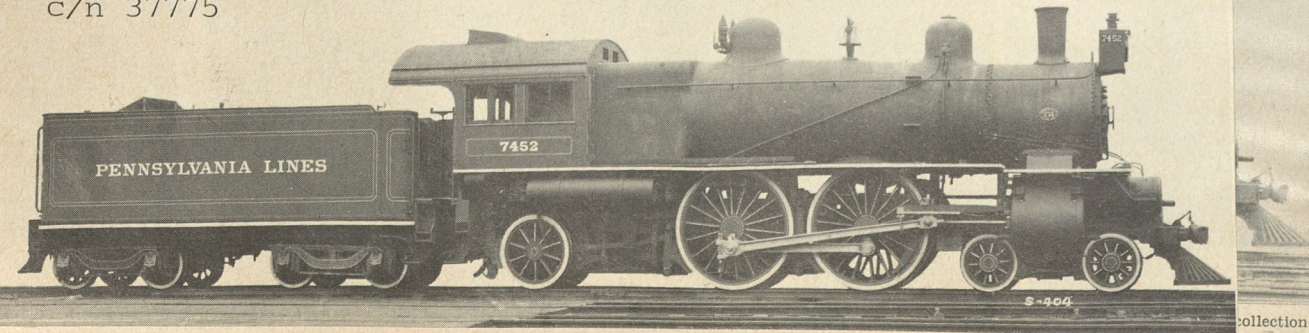
E-3a #2427, Juniata 1903 c/n 1054, working past Narberth c 1912

class E-28 Baldwin compounds were called in service in 1905. In this design two inside high-pressure cylinders were the first driving axle; the outside high-pressure cylinders drove the rear driving axle. All cylinders were placed side by side beneath the smokebox. No. 7451 was the first of a 23,500-pound tractive effort. No. 7451 was assigned to the Pittsburgh, Erie and Western, while her sister, No. 7452, was assigned to the Wayne and Chicago, while her sister, No. 7453, was placed in service between the Erie and Chicago, and New York.

c/n 25606

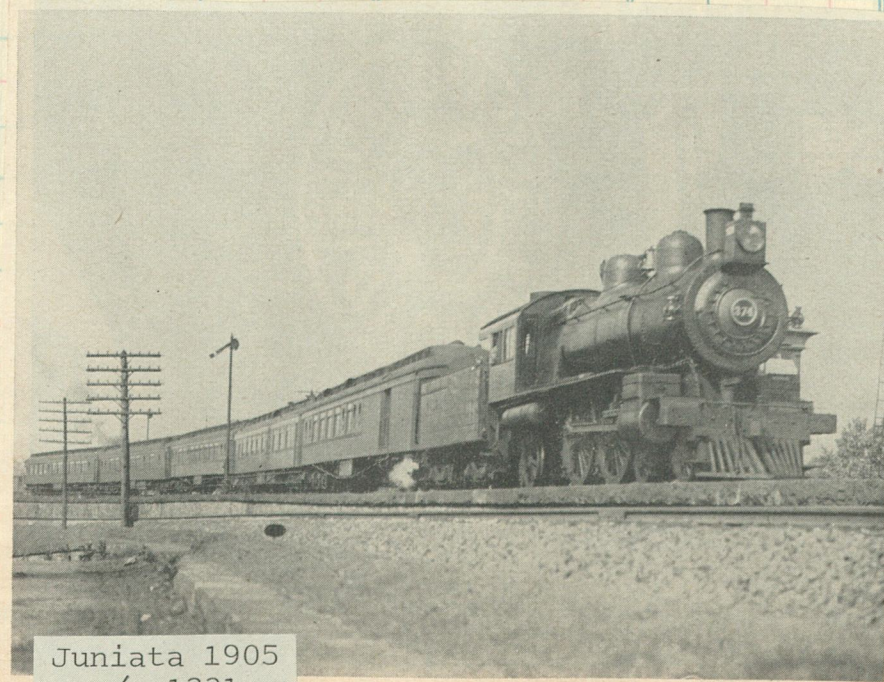
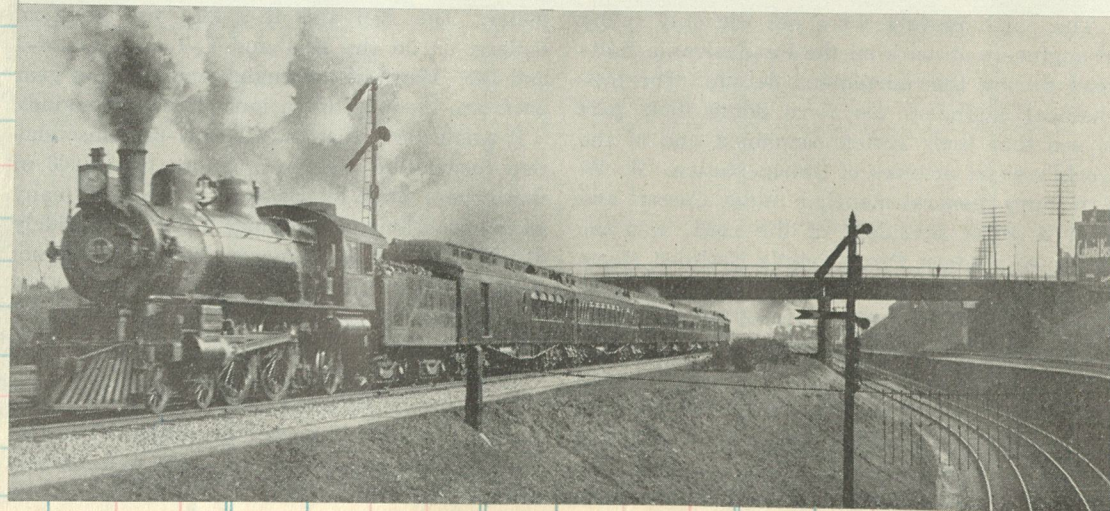


Schenectady 1905
c/n 37775



One of two Cole compounds built by Alco in 1905, No. 7452 went to Lines West. But the efforts of de Glehn, Baldwin and Cole failed to win PRR over to compounds.

In this 1909 view a first section of the Pennsylvania Limited passing thru West Phila with the 116 E-3a c/n 1087 b1t in 1903 at Juniata.



Juniata 1905
c/n 1331

Gottfried Heibesen, collection of Thomas C. Tenniswood.

In this period photo of 1906, E-3a class Atlantic type No. 374 slips the Pennsylvania Special through the interlocking plant at Zoo Tower (see page 24) at West Philadelphia. Only five wooden cars made up the Special's consist in a day when train length had to be short for speed.

Recap: 4-4-2 Type

E-5s 10 engines
E-6s 81 engines
E-7s 5 engines
Total 96 units
as of 1938

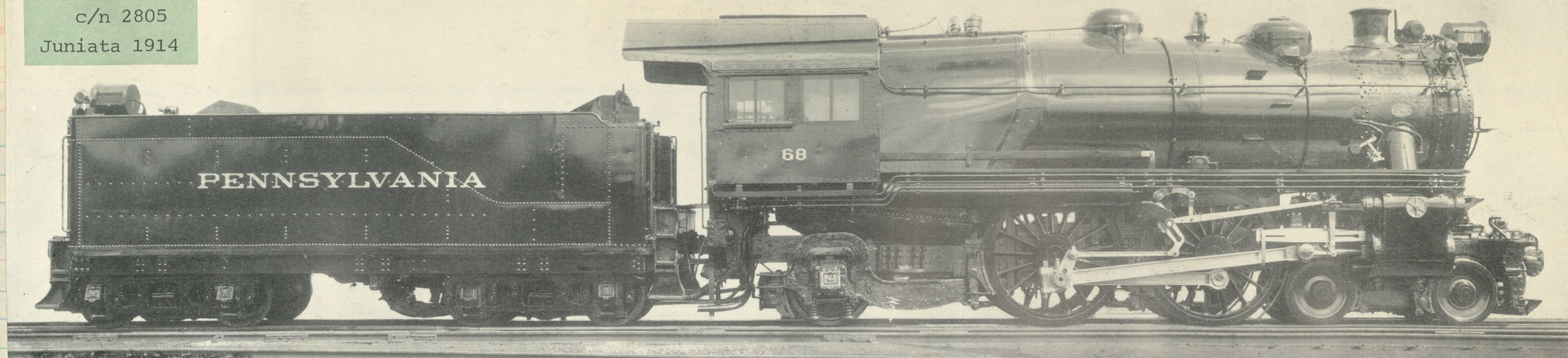
Clos. No.



PENNSYLVANIA

E-6 4-4-2 "ATLANTIC"

c/n 2805
Juniata 1914



Class E-6s passenger locomotive

Road numbers of this series	Promiscuous	Weight on leading truck, lbs.	55,200
Built	PRR, 1912 and 1914	Weight on trailing truck, lbs.	52,400
Cylinders, diameter and stroke, in.	23½ x 36	Weight of engine and tender, lbs.	411,250
Diameter of drivers, in.	80	Grate area, sq. ft.	55.19
Tractive power, lbs.	31,275	Evaporative heating surface, sq. ft.	2896
Boiler pressure, lbs. per sq. in.	205	Superheater heating surface, sq. ft.	613
Total weight of engine, lbs.	243,600	Tender capacity: Tons of coal	15.8
Weight on drivers, lbs.	136,000	Gallons of water	7150

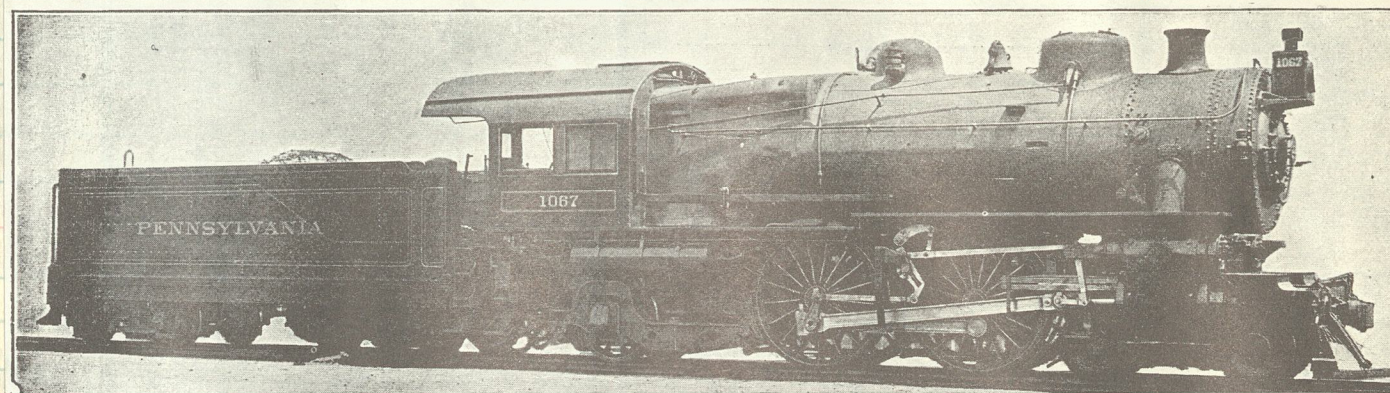
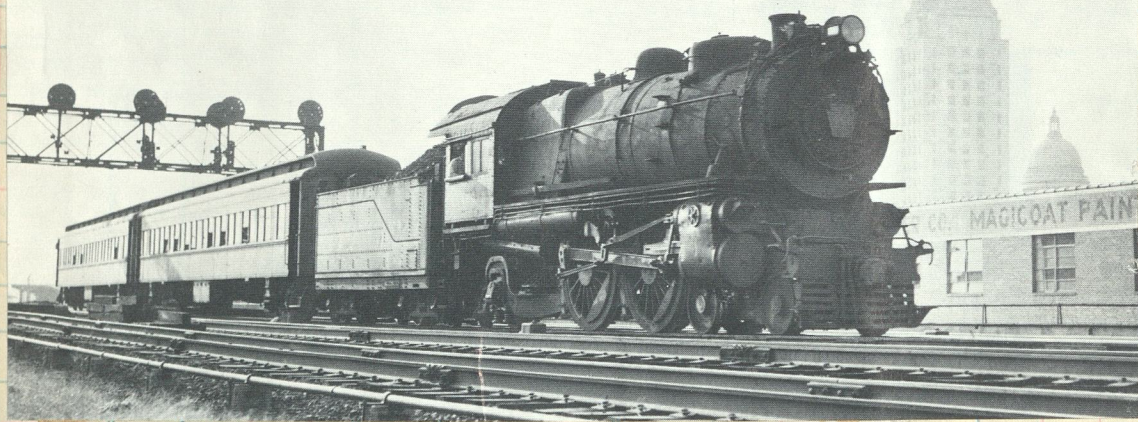


Fig. 122—Atlantic (4-4-2) Locomotive for Passenger Service. Built by the Pennsylvania.

Gage	4 ft. 8½ in.	Heating Surface, Tubes	2,660.5 sq. ft.
Cylinders	23½ in. x 26 in.	Heating Surface, Firebox	195.7 sq. ft.
Steam Pressure	205 lbs.	Heating Surface, Total	2,856.2 sq. ft.
Diam. of Drivers	80 in.	Heating Surface, Superheater	72.10 sq. ft.
Tractive Effort	29,427 lbs.	Grate Area	55.13 sq. ft.
Rigid Wheel Base	7 ft. 5 in.	Weight on Drivers	133,100 lbs.
Driving Wheel Base	7 ft. 5 in.	Weight, Total	240,000 lbs.
Total Wheel Base	29 ft. 7½ in.	Fuel	Soft coal

#1067
Class E-3d
c/n 1861
Juniata 1913
Renoed 5075

E-6s #460 [now preserved at the PaRRM] departs Camden with Trn #987.
c/n 2860 Juniata 1914

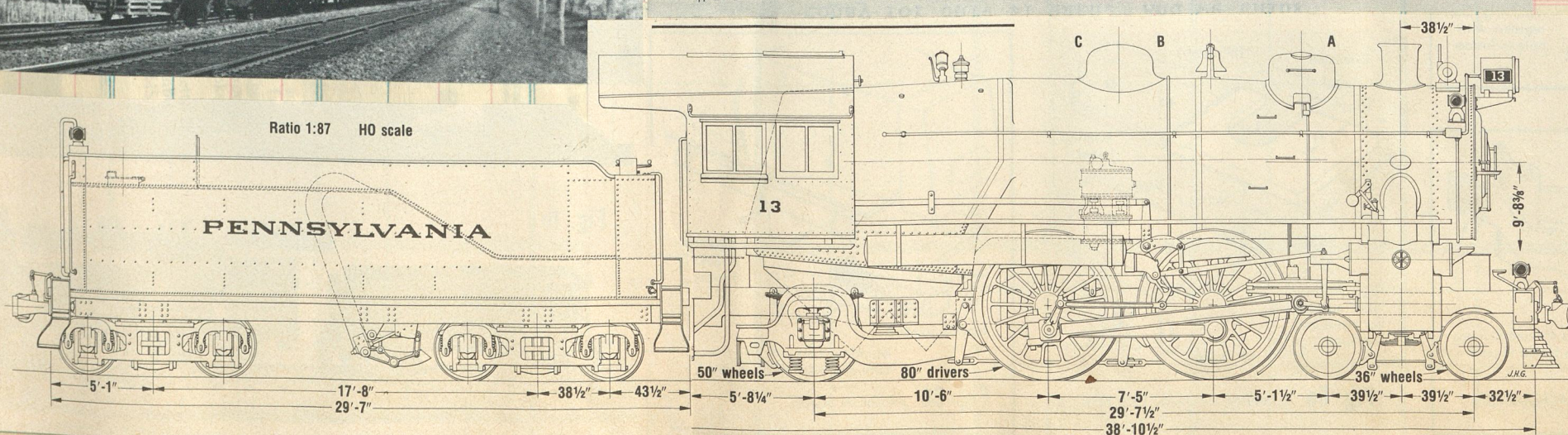


5075 Class E-6 Juniata 1910
c/n 2159 Renoed 1067



An eight car Atlantic City excursion rolls along near Pennsauken N.J. in 1922. The 530, E-6s Juniata 1914 c/n 2815, does the honors.

#13 E-6s c/n 2855 Juniata 1914



Atlantic type 1347, class E-6, Juniata 1914
c/n 2834, with Trn #363 at Phillipsburg 12/7/36

E-3a Juniata 1902
c/n 907

#2024

A black and white photograph of a Pennsylvania Railroad steam locomotive, Juniata 1902, c/n 907, pulling a water tender. The locomotive is dark-colored with 'PENNSYLVANIA' and 'JUNIATA' visible on the side. The tender is light-colored with 'PENNSYLVANIA' on the side. The locomotive is numbered 2024 on the side of the boiler. The locomotive is pulling a water tender. The tender is light-colored with 'PENNSYLVANIA' on the side. The locomotive is numbered 2024 on the side of the boiler. The locomotive is pulling a water tender. The tender is light-colored with 'PENNSYLVANIA' on the side. The locomotive is numbered 2024 on the side of the boiler.

A black and white photograph of a steam locomotive, identified as #6077 E-2a, Juniata 1905. The locomotive is shown from a front-three-quarter view, pulling a freight car. The number 6072 is visible on the front headlight assembly. The locomotive has a large smokestack, a bell, and a water tank. The freight car is loaded with coal. The background shows a utility pole and a clear sky.

#1973 Juniata 1901
class E-2 c/n 846

The Pennsylvania
Special No Phila 1908

A black and white photograph of a steam locomotive pulling a long freight train. The locomotive is emitting a large plume of dark smoke. The train is moving along a track, and a utility pole is visible on the right side of the frame.

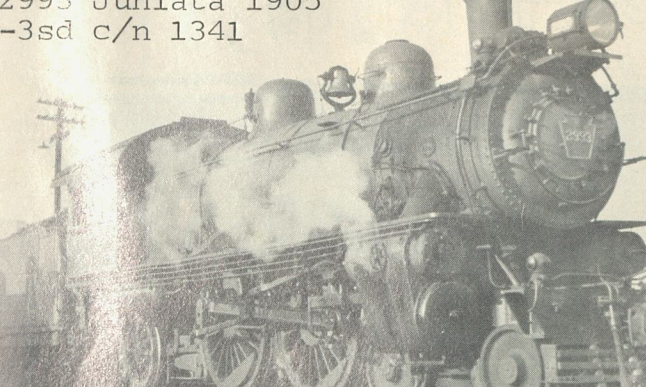
A black and white photograph of a steam locomotive, identified by the text as #3148 Juniata 1906, class E-2d c/n 1503. The locomotive is shown from a front-three-quarter view, pulling a freight train. The front of the locomotive features a large circular headlight and a prominent smokestack. The boiler is dark, and the wheels are large and spoked. The freight car behind it has the word "FARMERS" visible on its side. The background is a plain, light-colored sky.

A black and white photograph of a steam locomotive, number 5127, pulling a freight car. The locomotive is dark-colored with a large smokestack and a prominent headlight. The freight car is labeled "PENNSYLVANIA". The locomotive is pulling a freight car, and the number 5127 is visible on the side of the locomotive. The freight car has "PENNSYLVANIA" written on its side. The locomotive is pulling a freight car, and the number 5127 is visible on the side of the locomotive. The freight car has "PENNSYLVANIA" written on its side.

#1435 Juniata 1901
class E-2 c/n 837

"Pennsylvania Limited" West Phila 1902

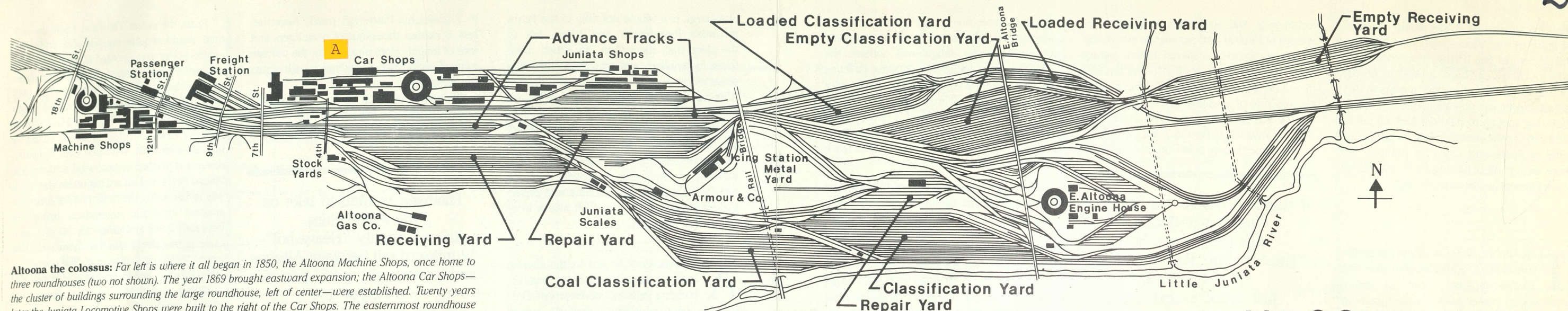
#2993 Juniata 1905
E-3sd c/n 1341

A black and white photograph of a steam locomotive, identified as #2993 Juniata 1905. The locomotive is shown from a side-front perspective, moving towards the right. It has a large smokestack emitting a thick plume of white steam. The front of the locomotive features a large headlight and a circular emblem with the number 2993. The wheels are large and spoked. The background is a plain, light-colored surface.

PENNSY'S ENGINE 460 THAT PULLED ' Pulling this Special from Washington, D. C., in 175 minutes

A black and white photograph of a steam locomotive pulling a passenger train. The locomotive is emitting a large plume of dark smoke. The train is moving along tracks with overhead power lines. The locomotive has "PENNSYLVANIA" and the number "2000" visible on its side.

Leaman
Place
Aug 1985



Altoona the colossus: Far left is where it all began in 1850, the Altoona Machine Shops, once home to three roundhouses (two not shown). The year 1869 brought eastward expansion; the Altoona Car Shops—the cluster of buildings surrounding the large roundhouse, left of center—were established. Twenty years later the Juniata Locomotive Shops were built to the right of the Car Shops. The easternmost roundhouse and building complex is the 1904 East Altoona Engine House. The map predates 1924 construction of the giant Erecting and Machine Shop building at the eastern end of the Juniata complex.

ALTOONA YARD



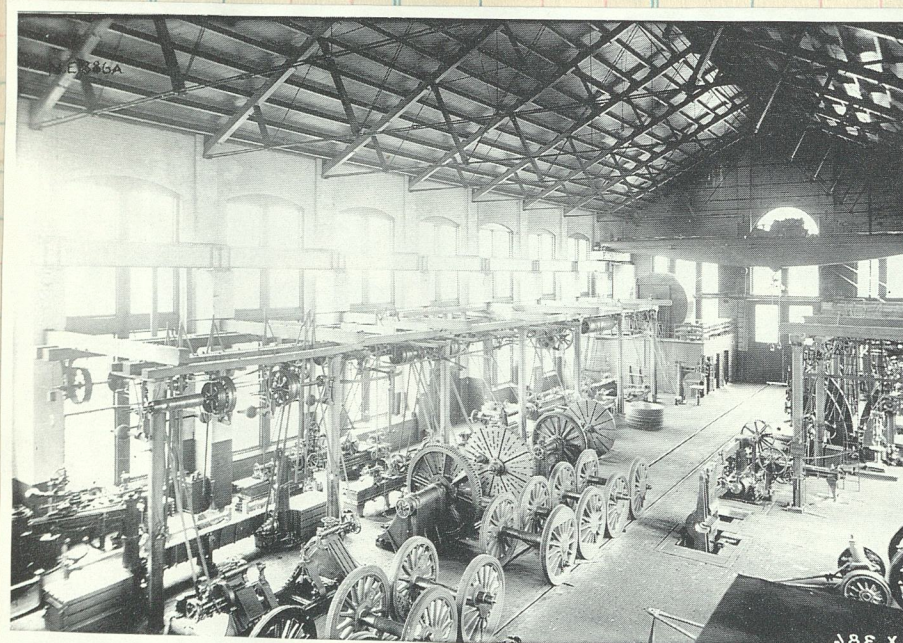
Pennsylvania Railroad maintains world's most extensive group of railroad shops



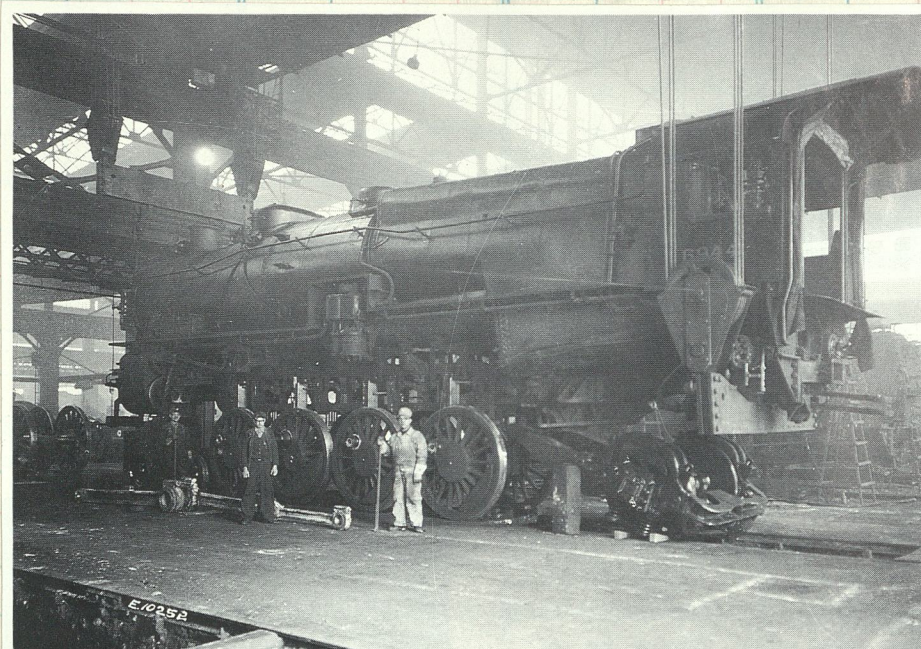
Where even on clear days skyline features blended together in a surreal haze. Where cinders layered two feet deep at coal docks and water plugs. Where the romance of railroads filled the entire valley and the rumble of trains never ceased.

During one frenzied World War II day, 241 trains traveled through Altoona. When pressed, its 112 miles of yard track could host over 17,000 freight cars. In its heyday, nearly 15,000 employees took home an average payroll of \$1.8 million per month.

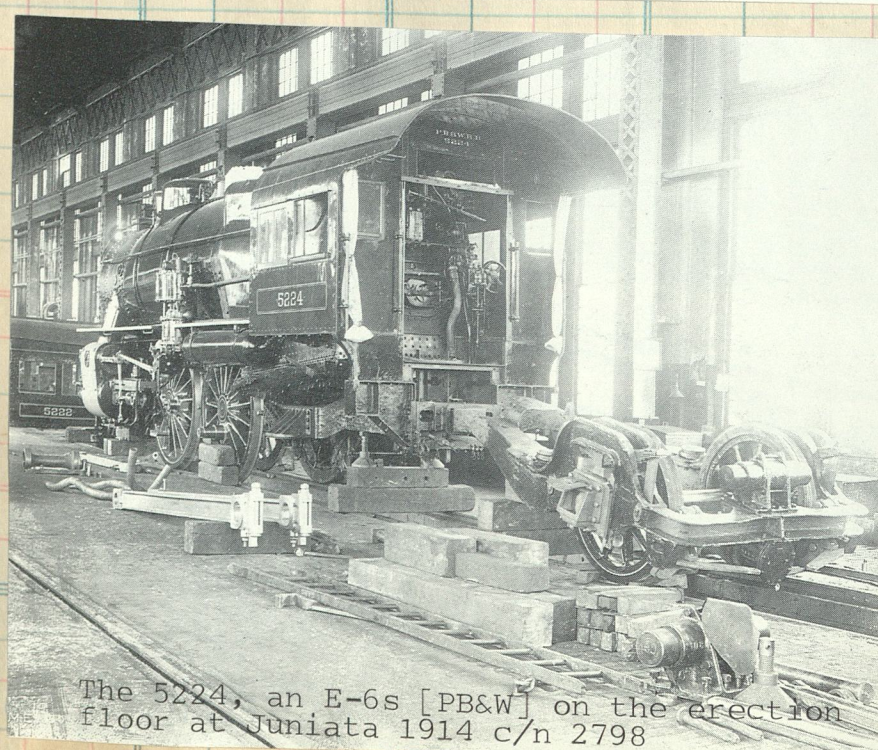
Altoona shops once boasted 40 acres of floor space housing almost 5,000 machine tools and 94 overhead cranes ranging from 2 to 250 tons. Wide open, the Works per minute could consume 30,670 feet of compressed air, swallow 1,416 gallons of water and use 12,975 kilowatts of electricity—all provided by harnessing the 32,000 horsepower produced in the shops' seven steam power plants. In a 100-year period 6,783 steam locomotives were built here, more than 25 percent of PRR's all-time roster.



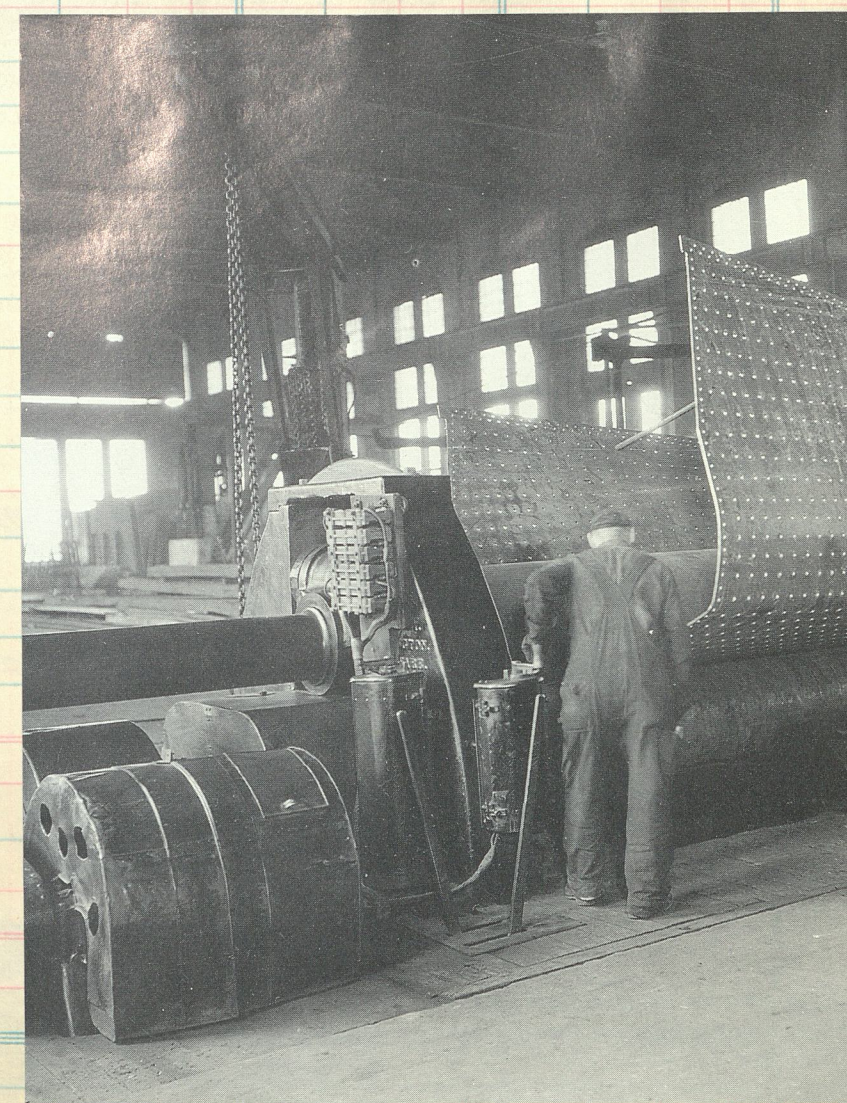
Early view of the wheel shop.



1926 Baldwin-built M1 No. 6944 receives class repairs at Juniata Shops sometime in the 1930s.

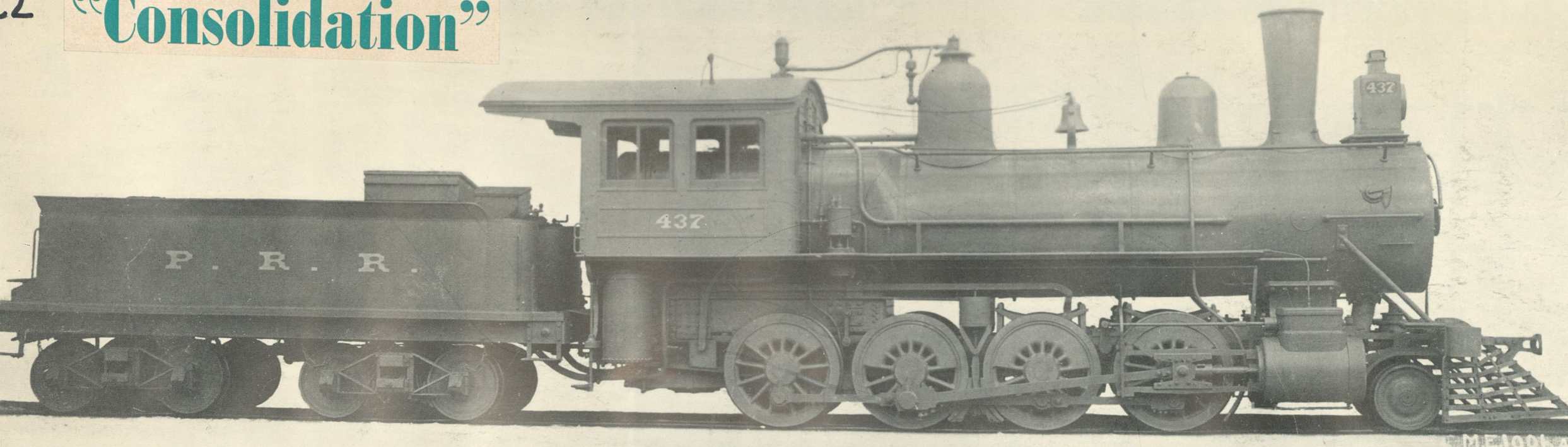


The 5224, an E-6s [PB&W] on the erection floor at Juniata 1914 c/n 2798



Above: The operator of this plate roller is forming the firebox sheet for a Belpaire boiler—a job requiring much precision and skill, gained only through long years of experience.

2 "Consolidation"



One could say, without contradiction, that the 2-8-0 type was the standard freight engine on the P.R.R. for a half century. In 1924 some 3,335 Consolidations were in service and as late as 1947 the 2-8-0's totaled 1,194 engines, the largest number of one wheel arrangement on the roster!!

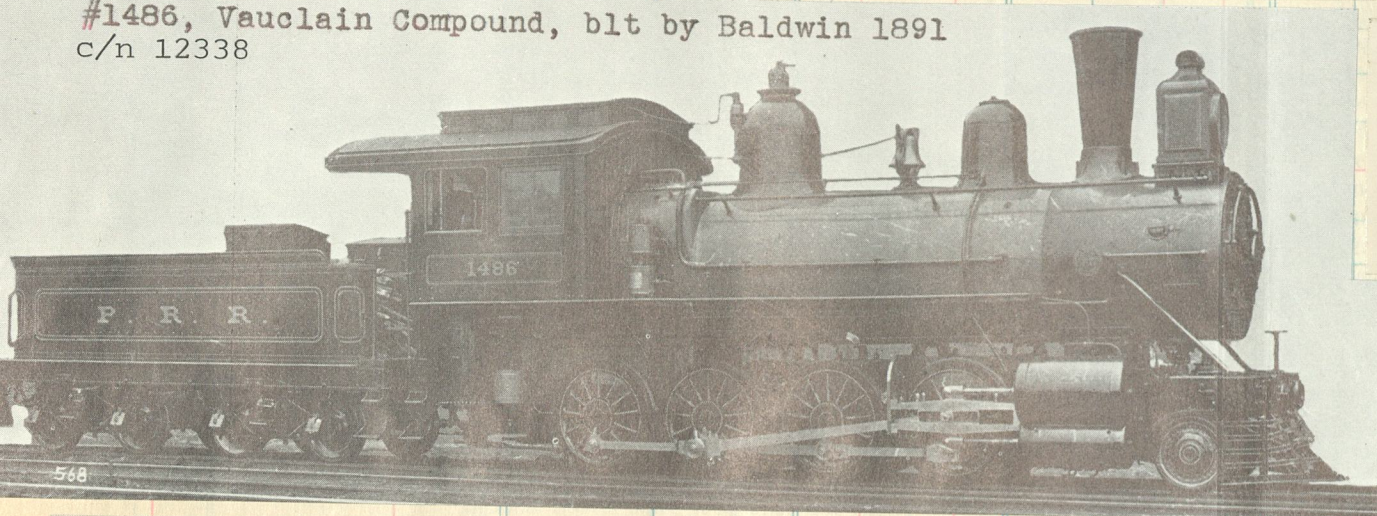
#####

The 437, c/n 1014, went to the Vandalia in 1910 as #540. Later remoad PRR 8891

#####

One of the class still remains. #1187 is on static display at the Pennsylvania R.R. Musuem.

#1486, Vauclain Compound, blt by Baldwin 1891
c/n 12338



Class H-3 (old R) heavy freight locomotive

Road number	437	Weight on drivers, lbs.	100,590
Built	PRR, 1886	Weight on leading truck, lbs.	14,030
Cylinders, diameter and stroke, in.	20 x 24	Weight of engine and tender, lbs.	190,000
Diameter of drivers, in.	50	Grate area, sq. ft.	31.2
Tractive power, lbs.	22,850	Evaporative heating surface, sq. ft.	1732
Boiler pressure, lbs. per sq. in.	140	Tender capacity: Tons of coal	7.5
Total weight of engine, lbs.	114,620	Gallons of water	3600

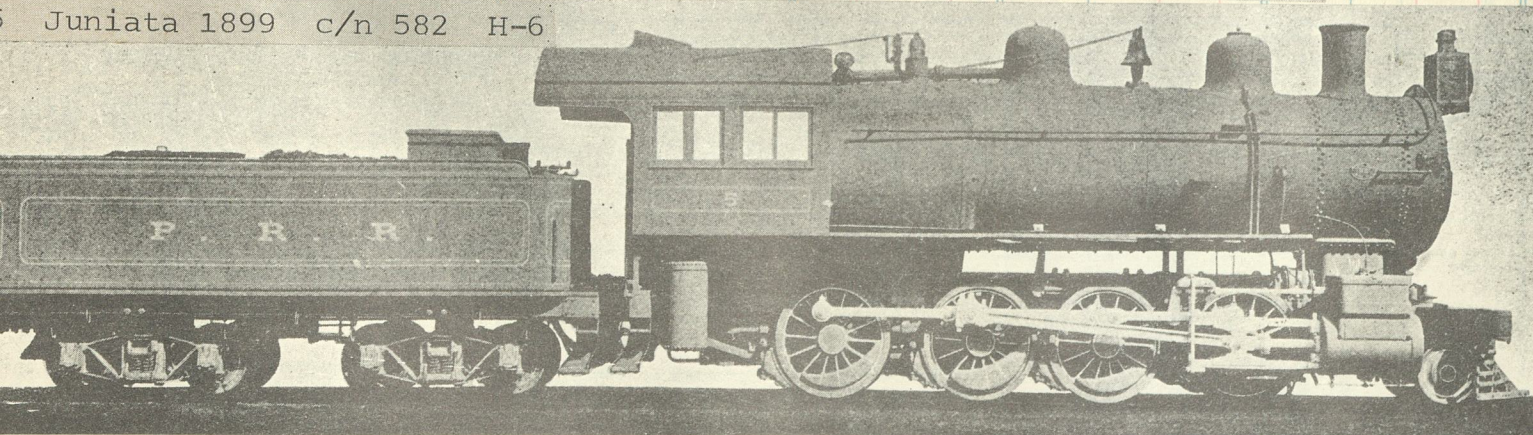
↓ Astonishing speed of Pennsy freight-power development after 1900 is illustrated by this tripleheader moving east over the Philadelphia Division at Radnor, Pa., in 1911. Lead Consolidation is an H-6a, circa 1906; rearward H-8b's followed in 1908.



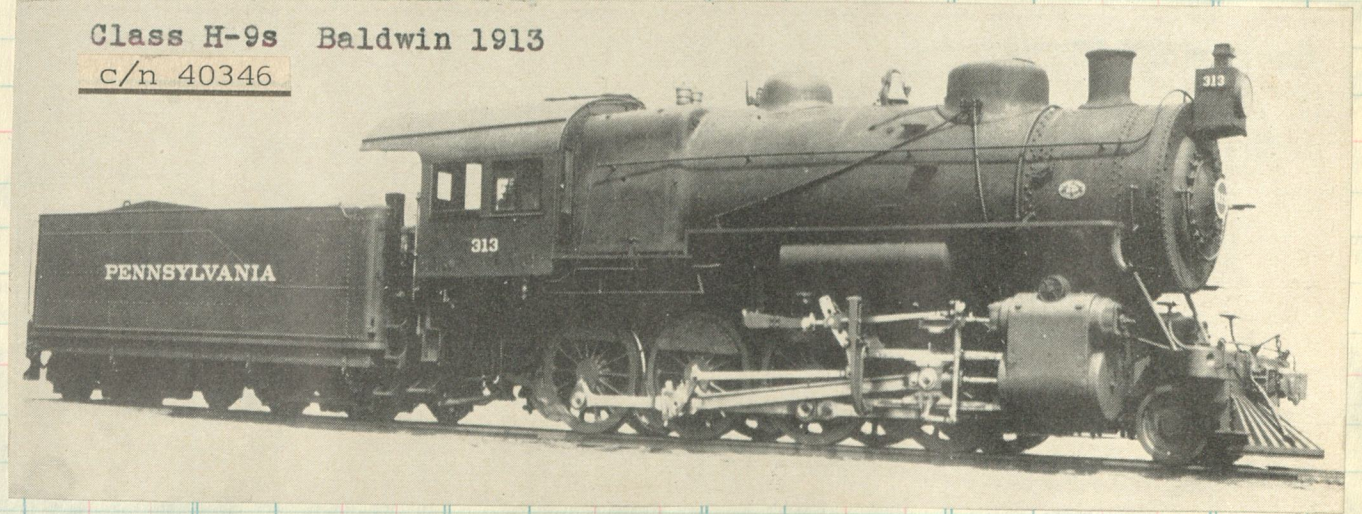
Altoona 1883
c/n 764



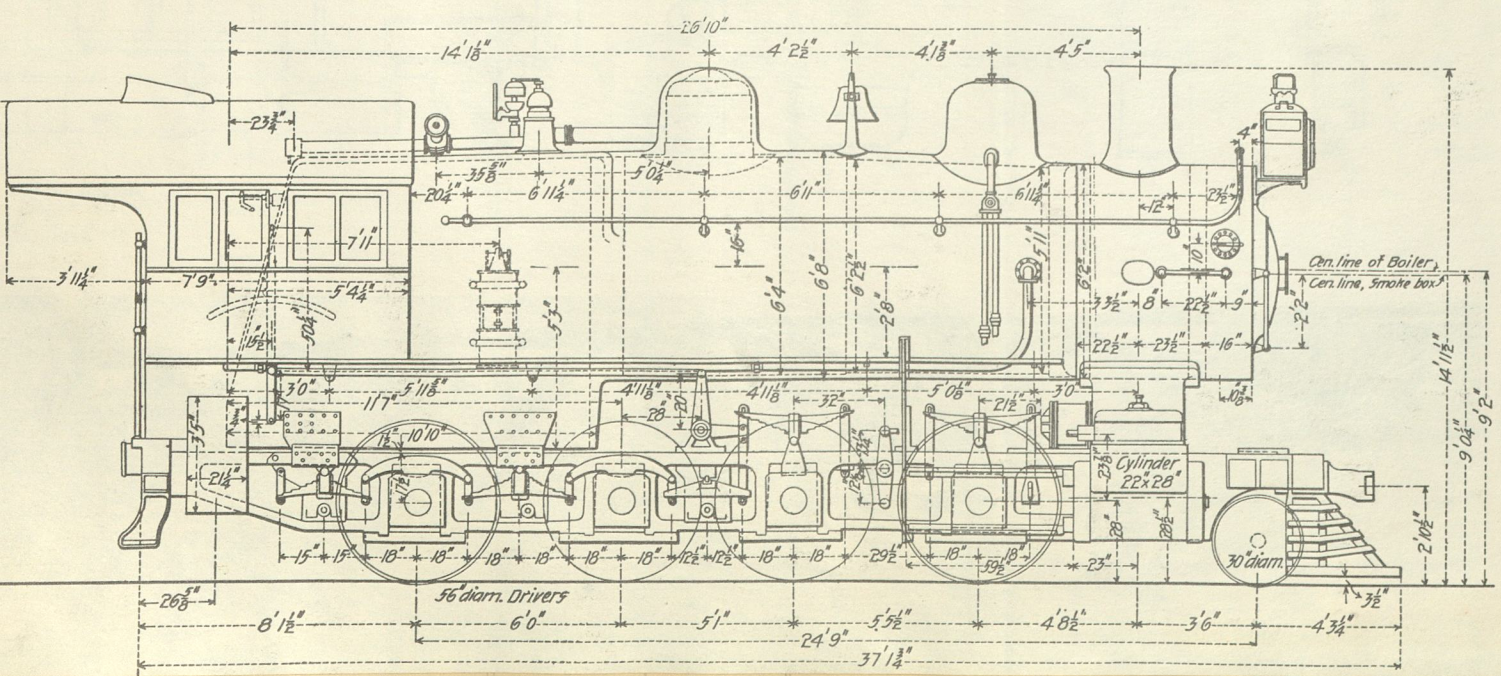
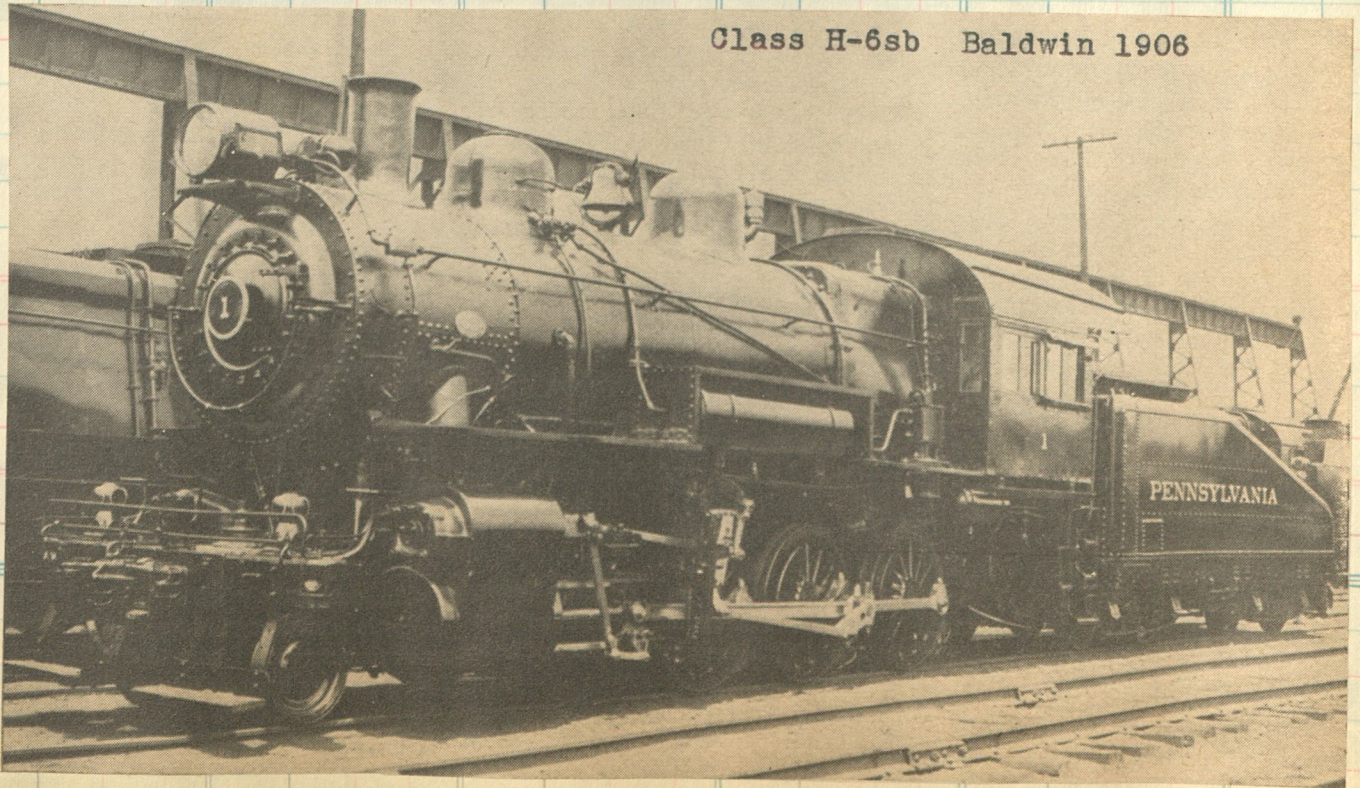
Juniata 1899 c/n 582 H-6

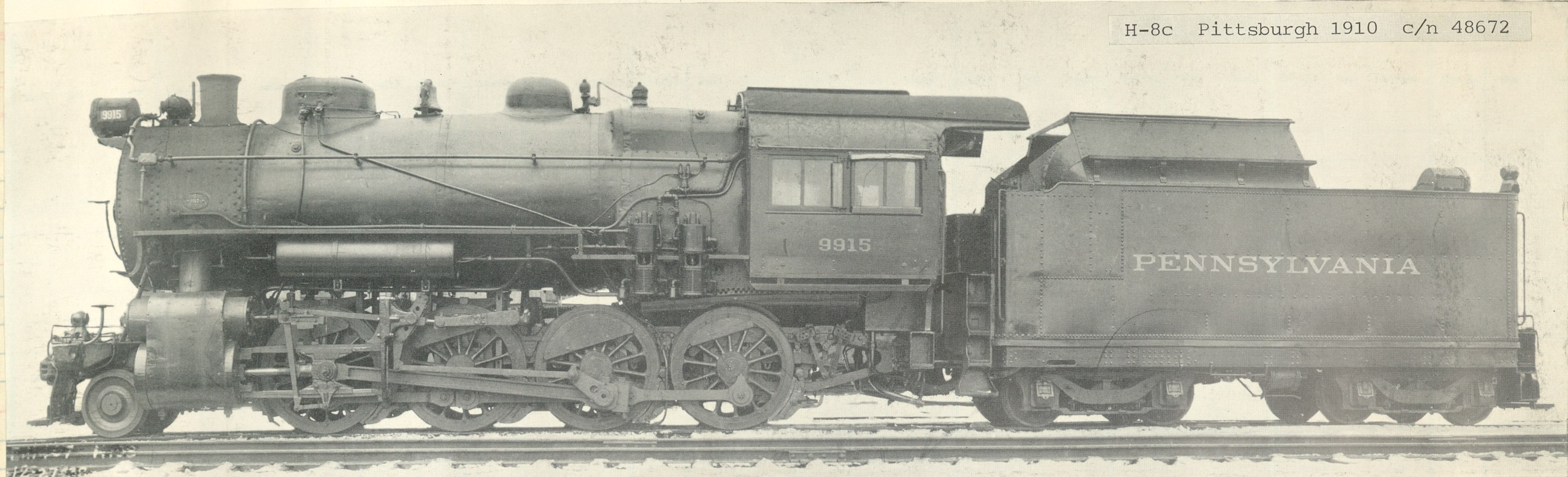


Class H-9s Baldwin 1913
c/n 40346



Class H-6sb Baldwin 1906





H-8c Pittsburgh 1910 c/n 48672

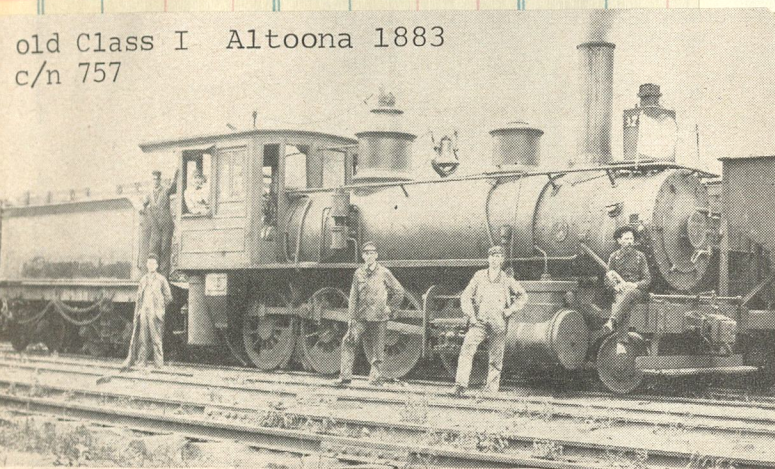
Class H-10s freight locomotive

Road numbers of this series	Promiscuous
Built	PRR, Baldwin, American, Lima, 1907-1916
Cylinders, diameter and stroke, in.	26 x 28
Diameter of drivers, in.	62
Tractive power, lbs.	53,197
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	247,500
Weight on drivers, lbs.	223,000
Weight on leading truck, lbs.	24,500
Weight of engine and tender, lbs.	424,050
Grate area, sq. ft.	55.09
Evaporative heating surface, sq. ft.	3070
Superheater heating surface, sq. ft.	613
Tender capacity: Tons of coal	17.2
Gallons of water	8100

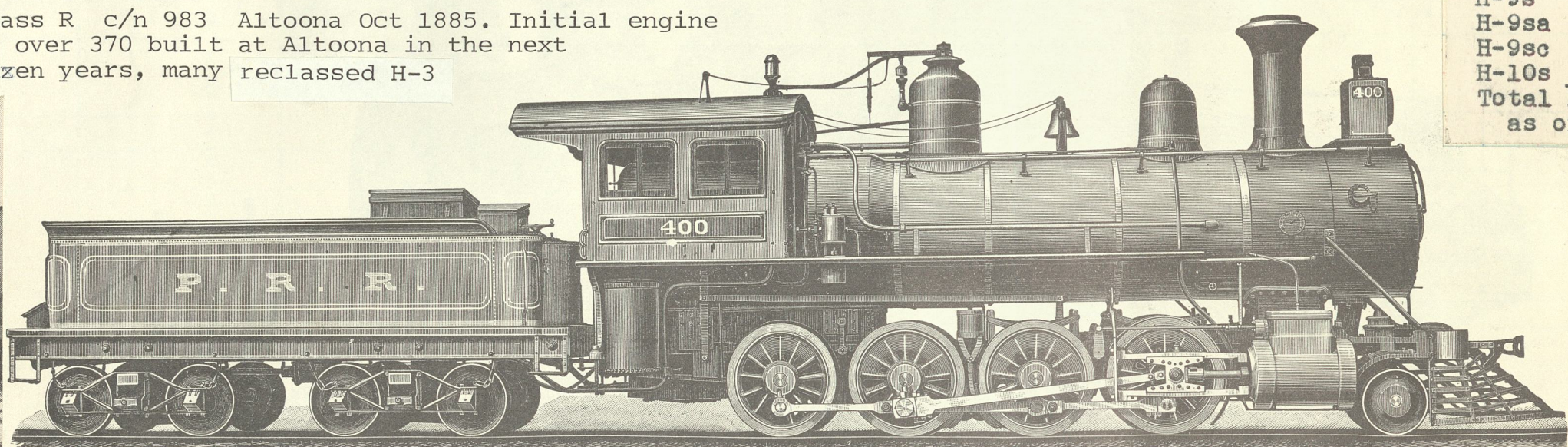
Recap: 2-8-0 Type

H-6sb	292 engines
H-8a	3 engines
H-8b	8 engines
H-8c	9 engines
H-8s	4 engines
H-8sa	32 engines
H-9s	533 engines
H-9sa	13 engines
H-9sc	9 engines
H-10s	402 engines
Total	1305 units as of 1938

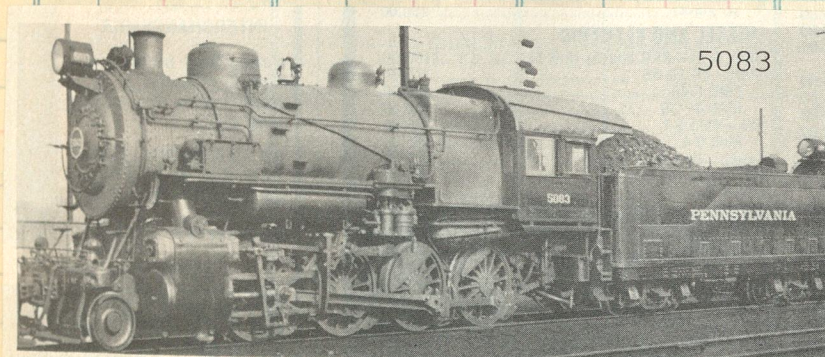
Class R c/n 983 Altoona Oct 1885. Initial engine of over 370 built at Altoona in the next dozen years, many reclassified H-3



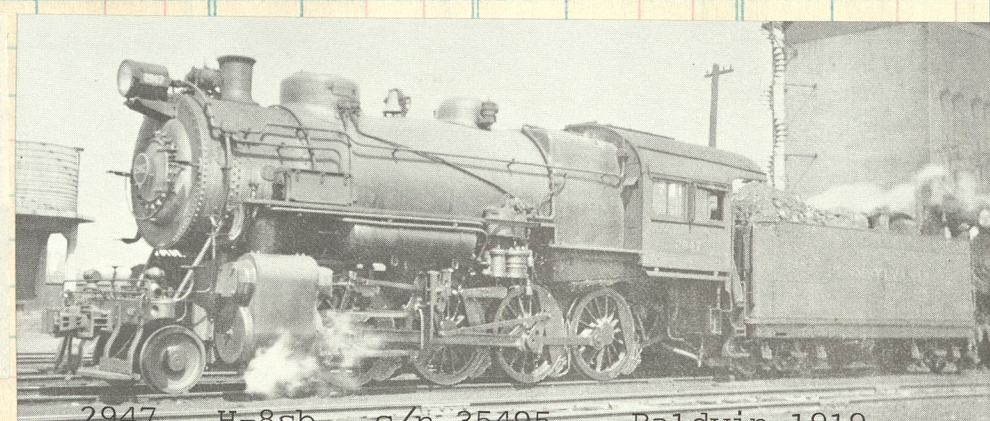
old Class I Altoona 1883 c/n 757



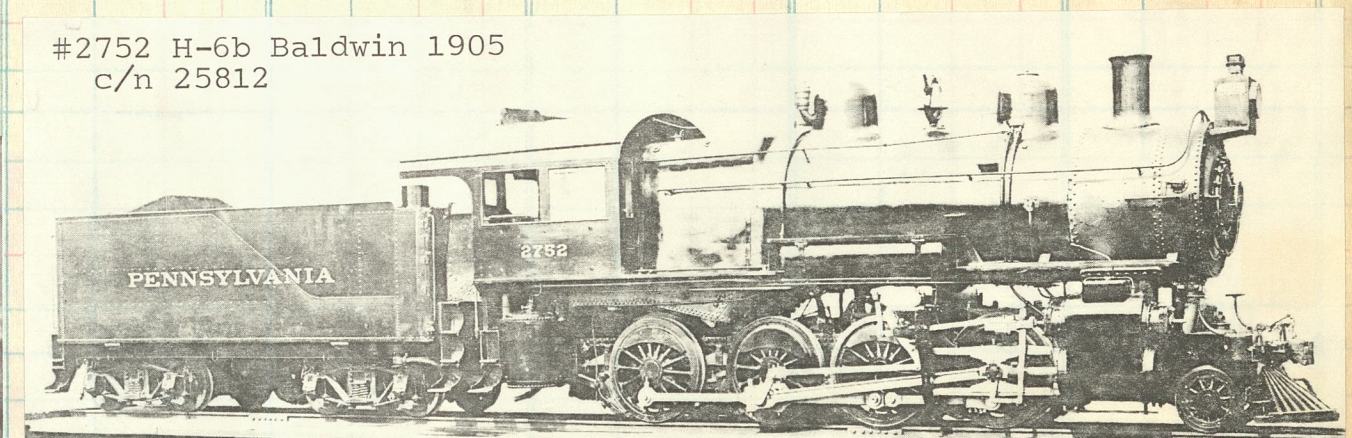
PENNSYLVANIA'S OLD ENGINE 975 IN 1902



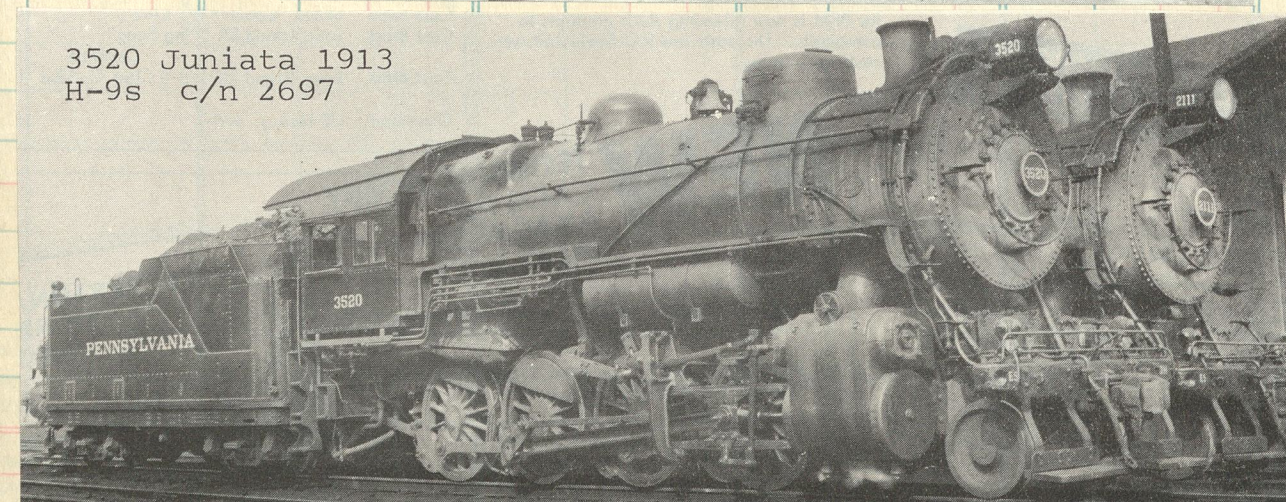
Juniata 1913 H-9s c/n 2689



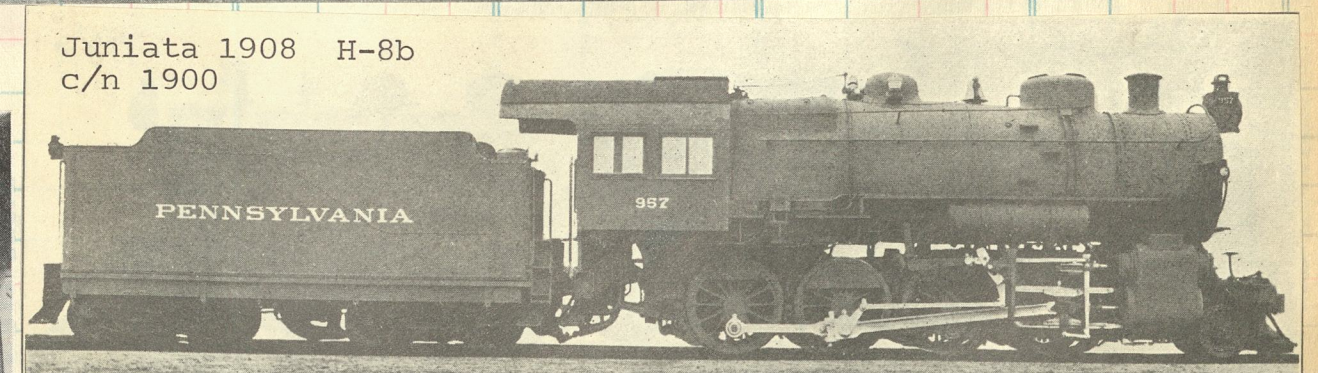
2947 H-8sb c/n 35495 Baldwin 1919



#2752 H-6b Baldwin 1905 c/n 25812



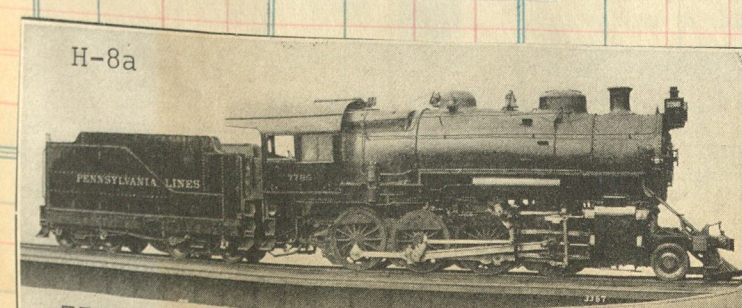
3520 Juniata 1913 H-9s c/n 2697



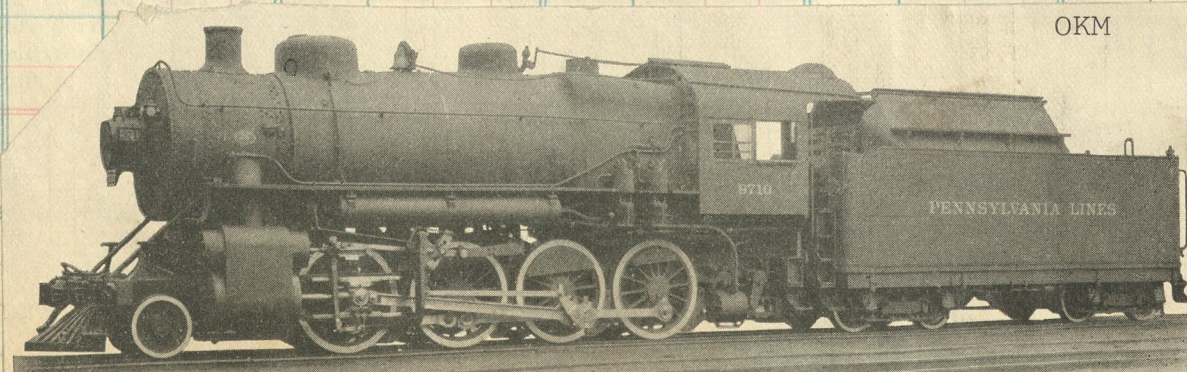
Juniata 1908 H-8b c/n 1900



PENNSYLVANIA
H-8 2-8-0

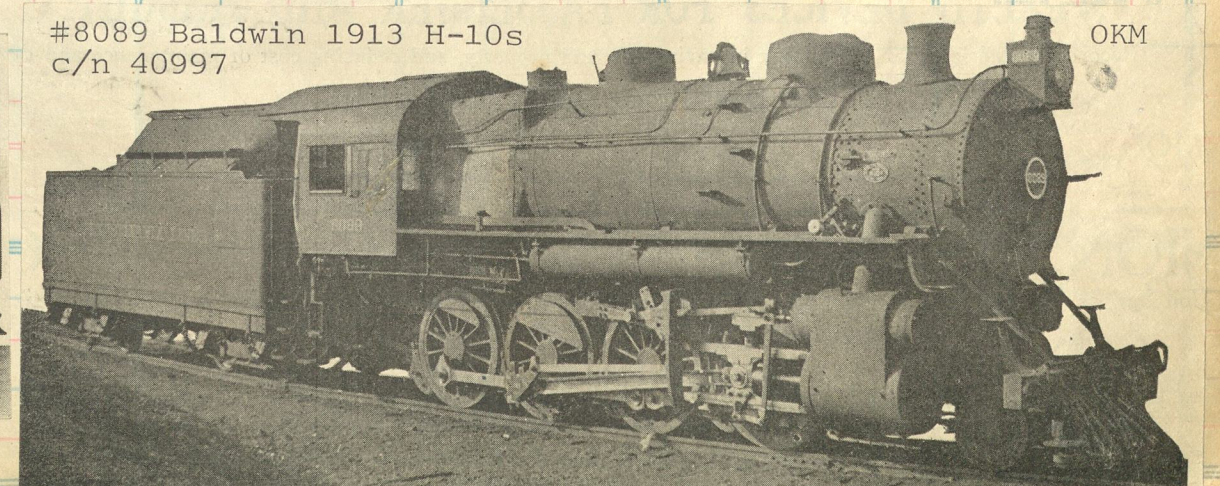


H-8a
7786 c/n 34896 Baldwin 1910



9710 H-10s c/n 44212 Baldwin 1915 renoed 8899,9901

Fig. 53—Consolidation (2-8-0) Locomotive for Freight Service. Built by the Pennsylvania Railroad. Class H8b. Cylinders, 24 in. x 28 in. Working Steam Pressure, 205 lbs. per sq. in. Diameter of Drivers, 62 in. Tractive Effort, 42,661 lbs. Heating Surface—Tubes, 3,652 sq. ft.; Firebox, 187 sq. ft.; Total, 3,839 sq. ft. Grate Area, 55.13 sq. ft. Rigid Wheel Base, 17 ft. 1/2 in. Total Engine Wheel Base, 27 ft. 9 1/2 in. Weight on Drivers, 211,000 lbs. Total Weight of Engine, 238,300 lbs. Fuel, Soft Coal.

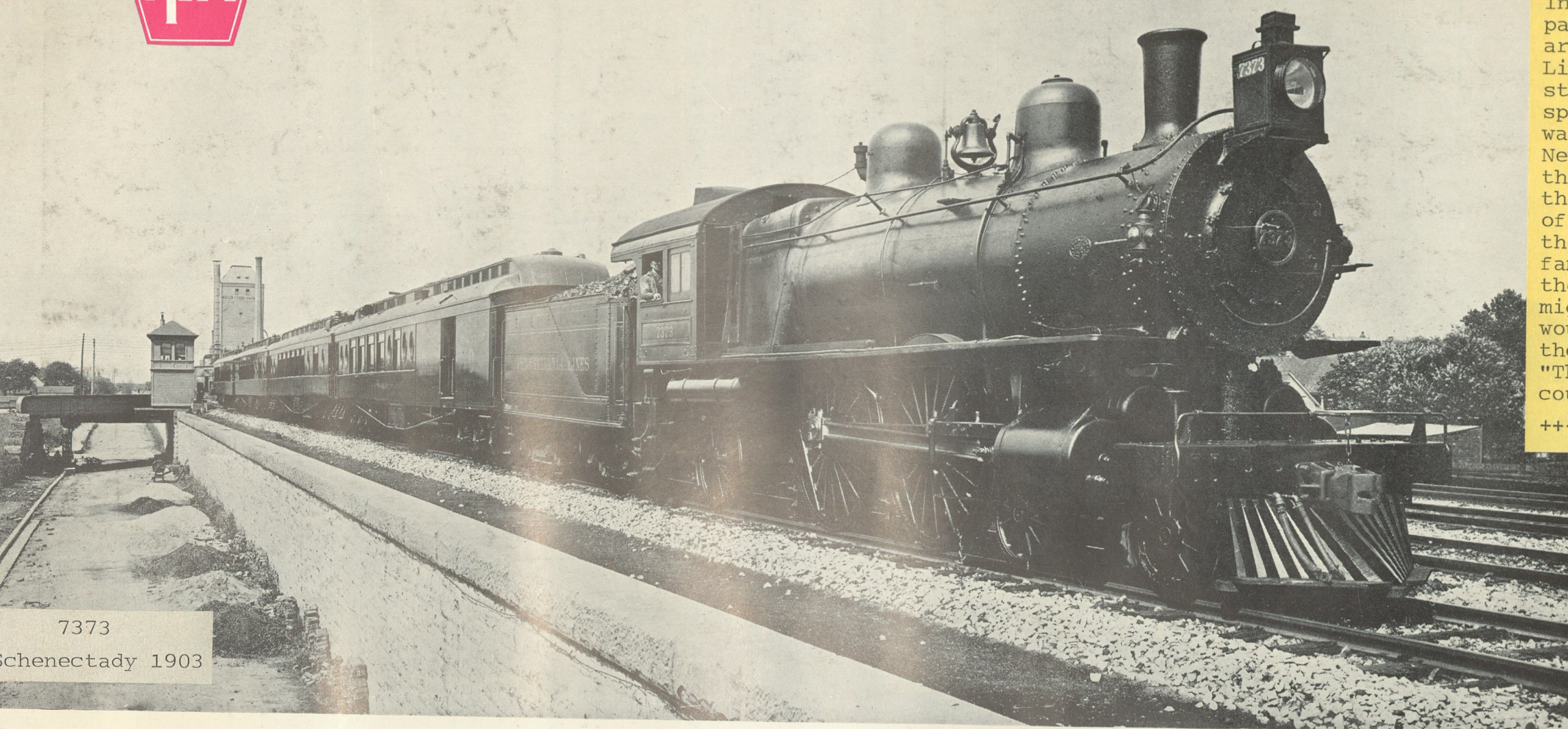


#8089 Baldwin 1913 H-10s c/n 40997

OKM



Pennsylvania Special



7373

Schenectady 1903

+++++
It has been, more or less, a source of irritation to this editor why the Pennsy would degrade a fine train with a grand tradition by naming it after a "gutter". In seeking a name for the leader of their passenger fleet surely they could have arrived at some name other than "Broadway Limited" which brought to most minds a street in New York city. [Technically the spelling should read "Broad Way" which was to imply the P.R.R.'s broad way from New York to Chicago] It must be admitted the Pennsy came out a poor second when the New York Central scooped all roads of the nation by naming their crack train the "20th Century Limited" and became famous the world over. With a little thought it could be expected that the mighty P.R.R. would select a name that would honor the train, the service and the road. I always liked the sound of "The Keystone Limited". However, no fault could be found with "Pennsylvania Special"
+++++

[My apologies to Frederick Westing]



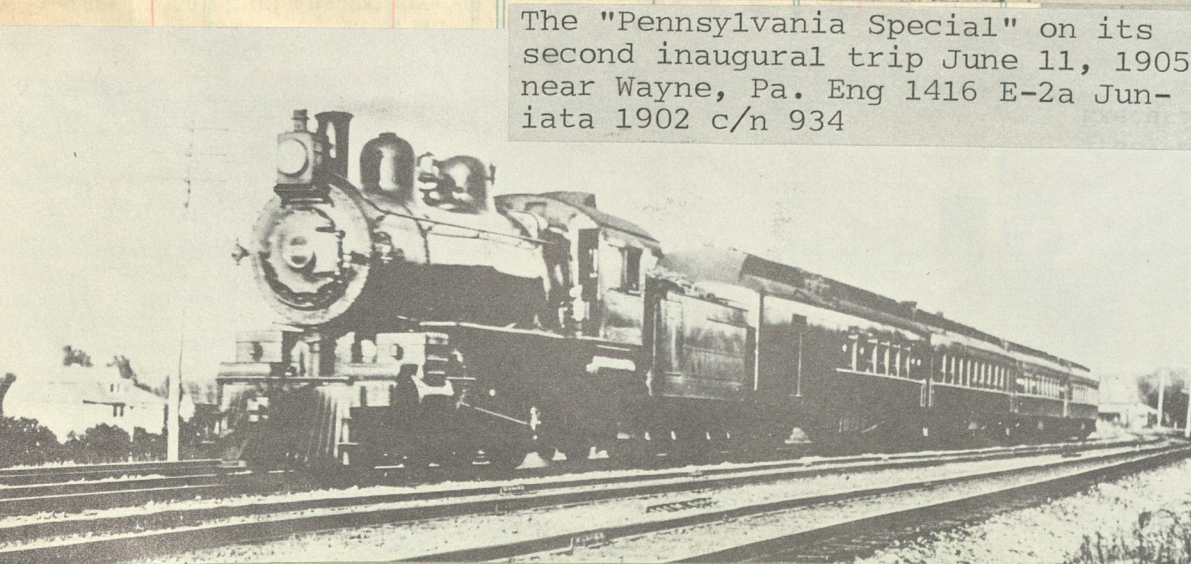
June 15, 1902

Discontinued Feb 1, 1904

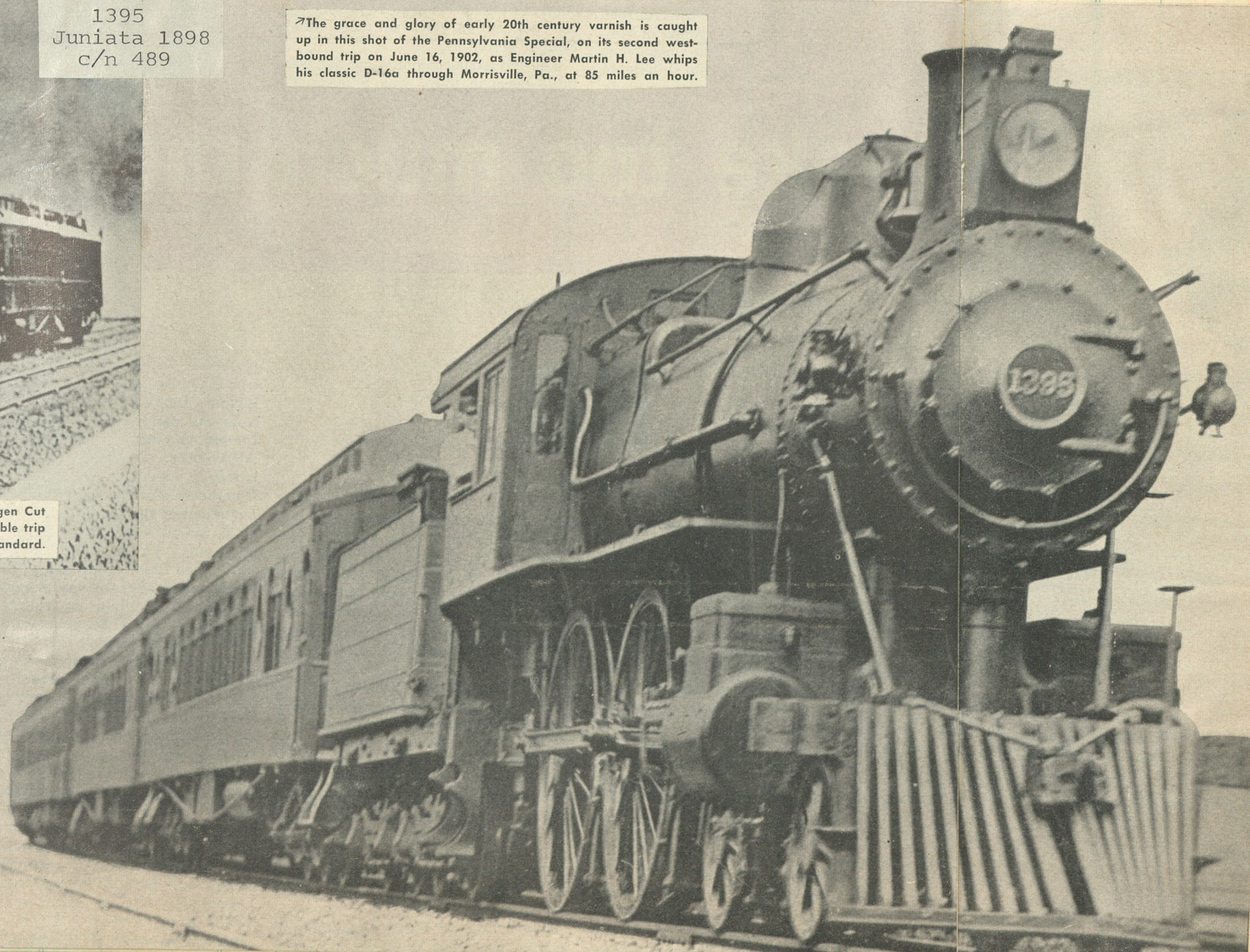
World's fastest train, now or in 1905. On June 12, 1905, the Pennsylvania Special, predecessor of the Broadway Limited, went three miles in 85 seconds, a mark which has never been officially equaled. Compared with present-day trains it was a lightweight—pulled by a fast-stepping E-2 Atlantic. Here it is near Englewood Station in Chicago. The 18-hour train of 1905 probably hit much higher speeds between New York and Chicago than do the 16-hour trains of today because roadbed and signaling were not so well developed and more slowdowns were necessary, with fast spurts in between to make up. Collection of Henry H. Kirtland.

1395
Juniata 1898
c/n 489

7The grace and glory of early 20th century varnish is caught up in this shot of the Pennsylvania Special, on its second west-bound trip on June 16, 1902, as Engineer Martin H. Lee whips his classic D-16a through Morrisville, Pa., at 85 miles an hour.



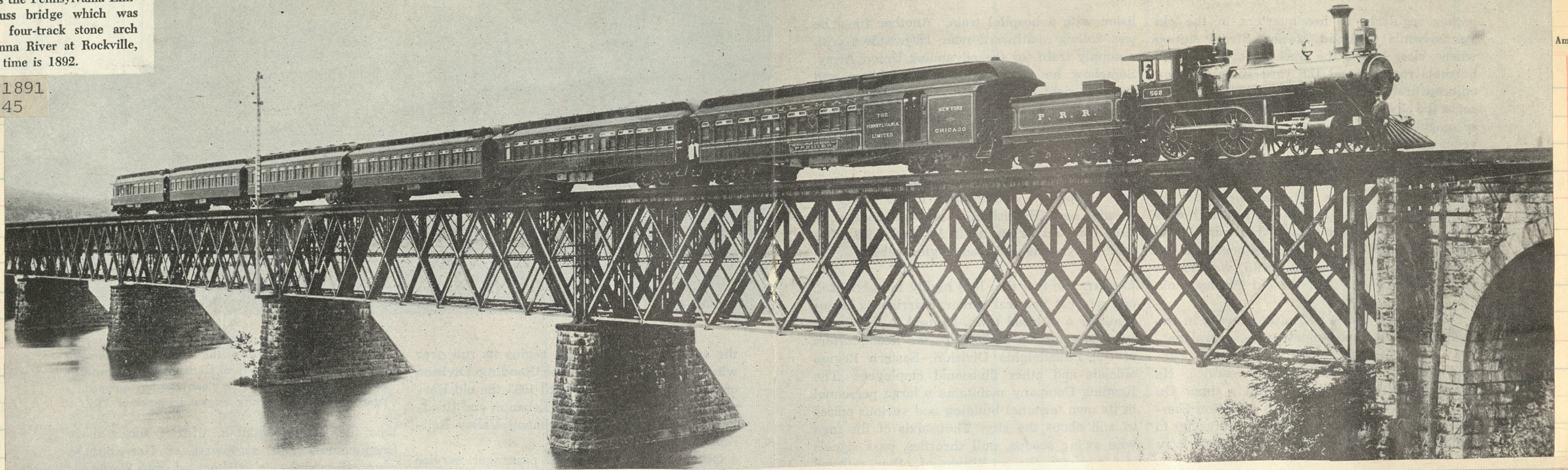
The "Pennsylvania Special" on its second inaugural trip June 11, 1905 near Wayne, Pa. Eng 1416 E-2a Juniata 1902 c/n 934



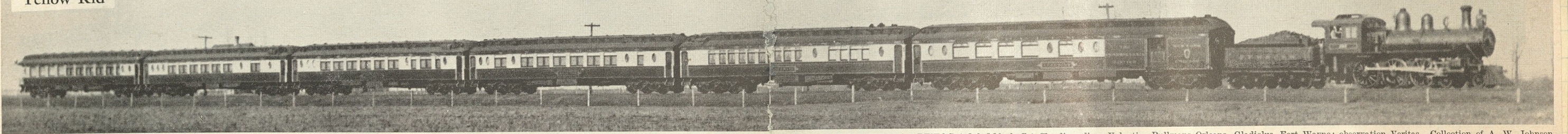
Class No.

Eight-Wheeler No. 568 leads the Pennsylvania Limited over the old iron truss bridge which was predecessor to the present four-track stone arch bridge across the Susquehanna River at Rockville, just above Harrisburg. The time is 1892.

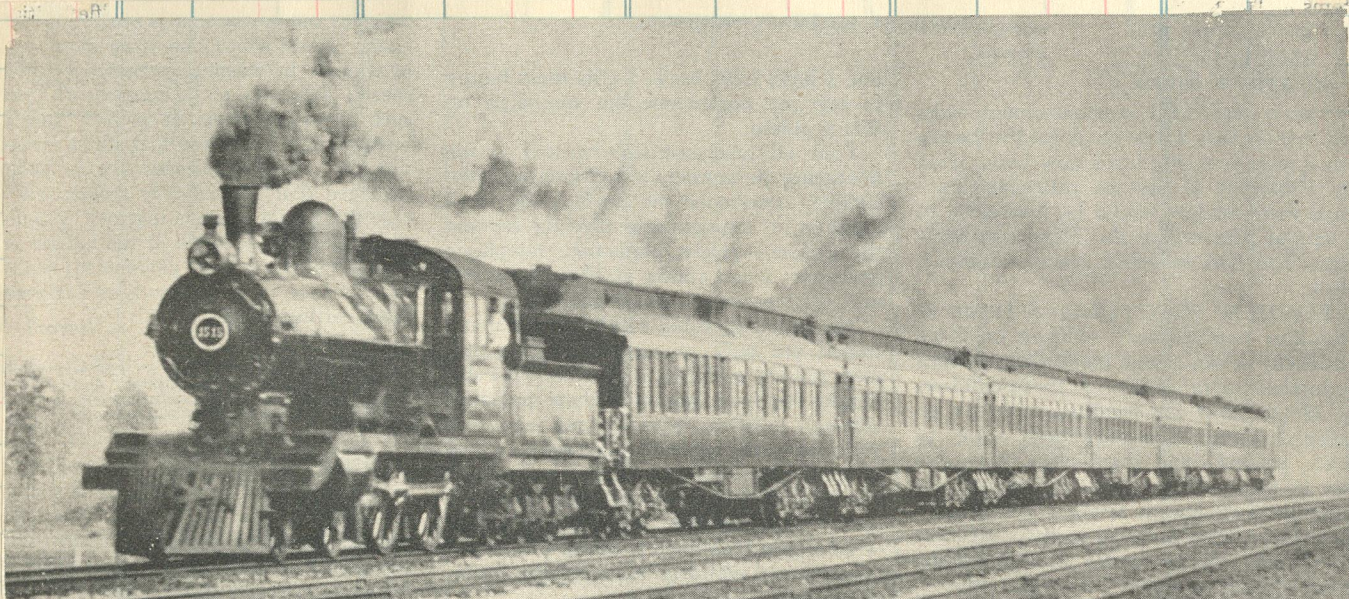
Altoona 1891.
c/n 1645



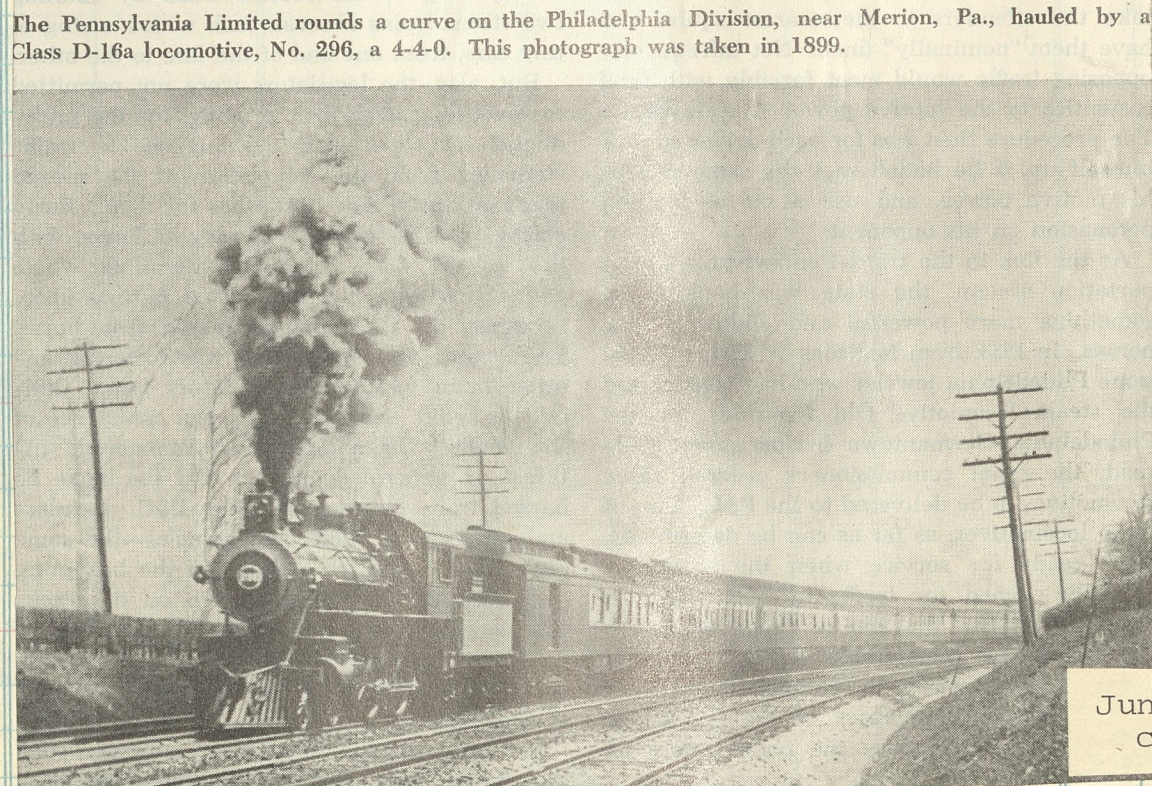
"Yellow Kid"



THE LIMITED with PFW&C 4-6-0 260; buffet Claudius; diner Valentin; Pullmans Orleans, Gladiolus, Fort Wayne; observation Veritas. Collection of A. W. Johnson.

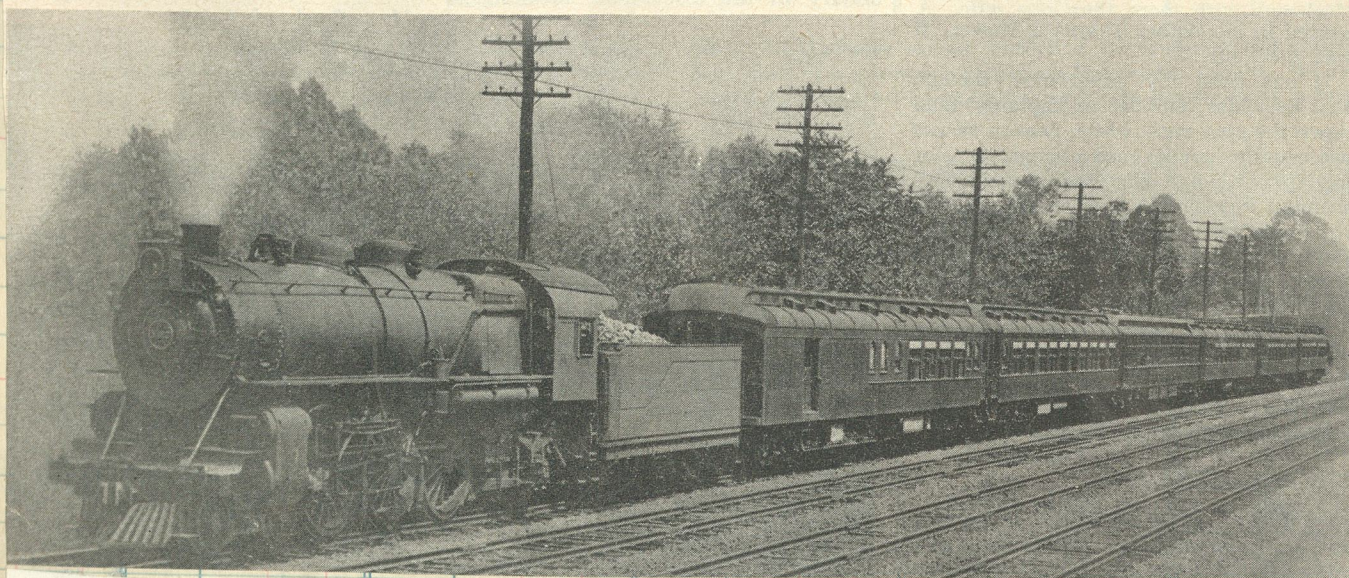


The Pennsylvania Ltd near Linden, N.J. in 1897. Cars of the train were handled in reverse order from Broad Street to Jersey City. Engine, the 1515, was a cross compound built at Altoona in 1892 c/n 1796.

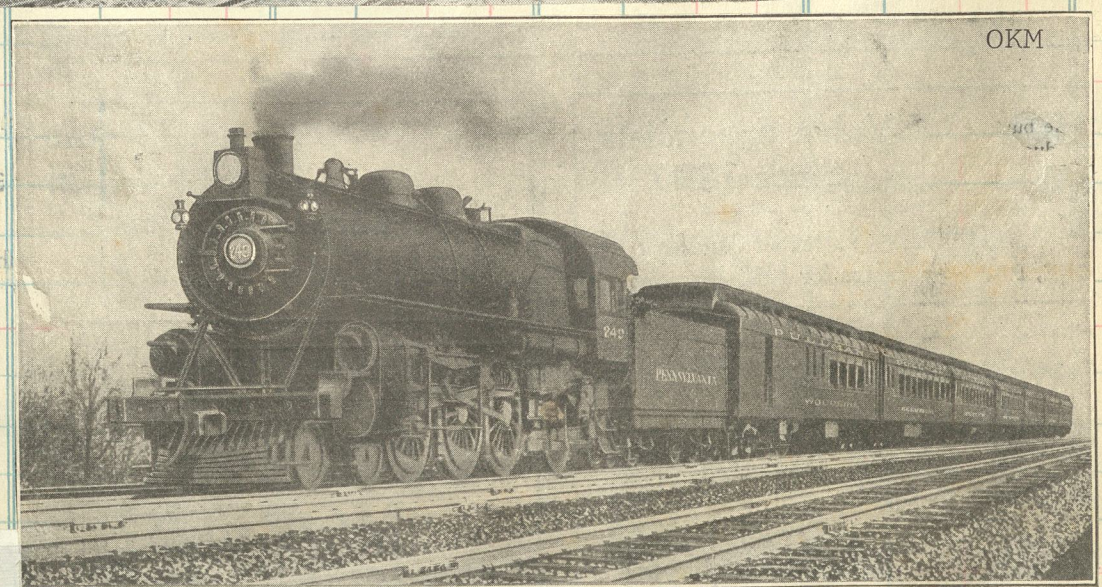


The Pennsylvania Limited rounds a curve on the Philadelphia Division, near Merion, Pa., hauled by a Class D-16a locomotive, No. 296, a 4-4-0. This photograph was taken in 1899.

Juniata 1895
c/n 365



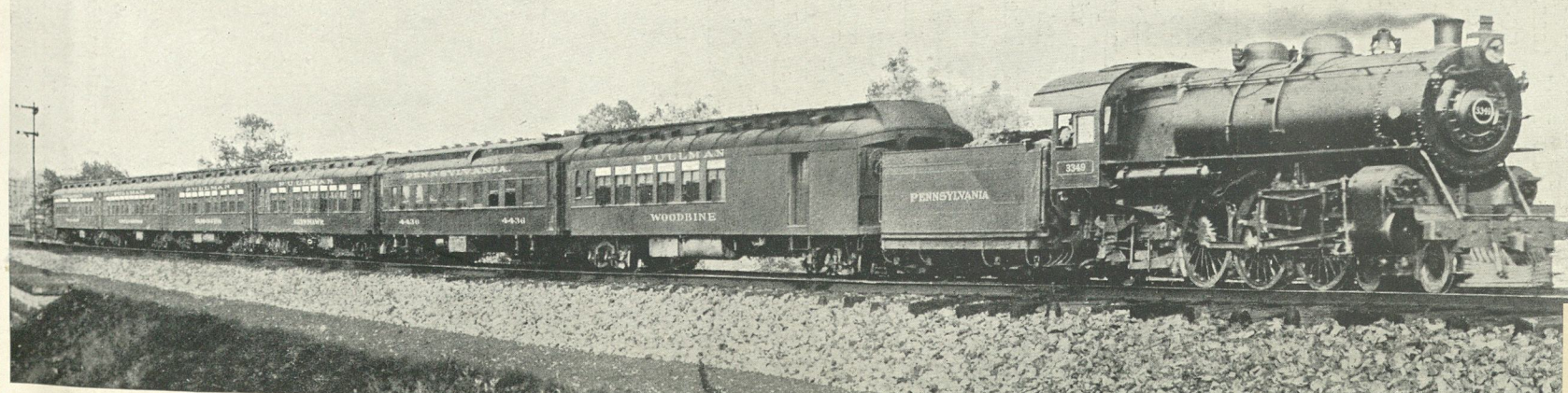
A big K-2
with the
"Pa Ltd"
near West
Phila-1913



OKM

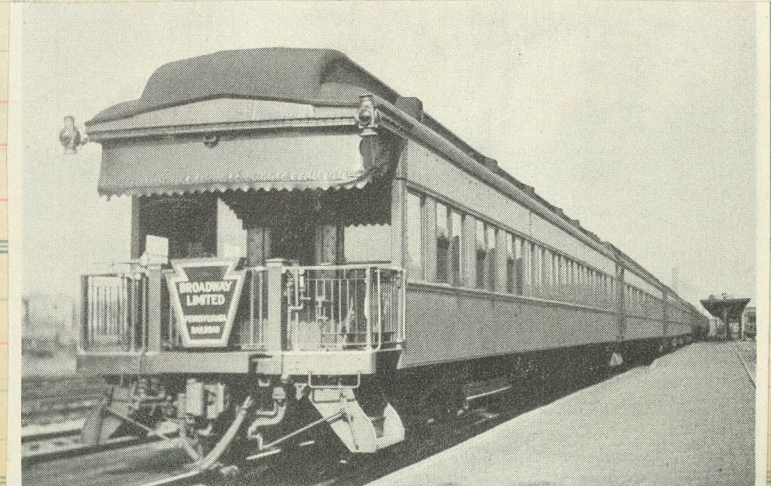
Broadway Limited, Courtesy of Pennsylvania Railroad Co.

First trip of "Broadway Ltd" Nov. 24, 1912



THE "BROADWAY LIMITED" OF THE PENNSYLVANIA RAILWAY EN ROUTE FROM CHICAGO TO NEW YORK.

Eng 3349
K-2
Juniata 1904
c/n 2204



c/n 59918



Amount	Clos. No.	Sold	Amount
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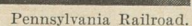
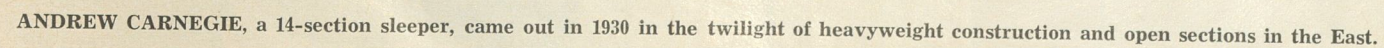
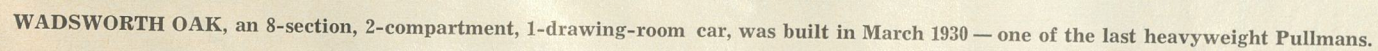
BROADWAY LIMITED — 16 HOURS BETWEEN NEW YORK AND CHICAGO

For Special Charges—see page 79

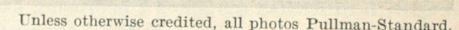
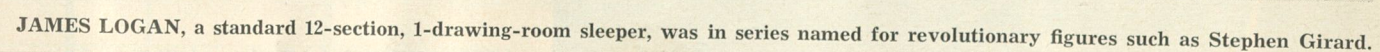
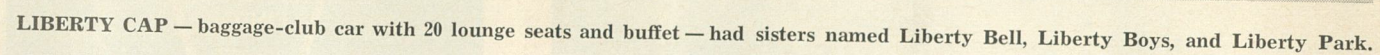
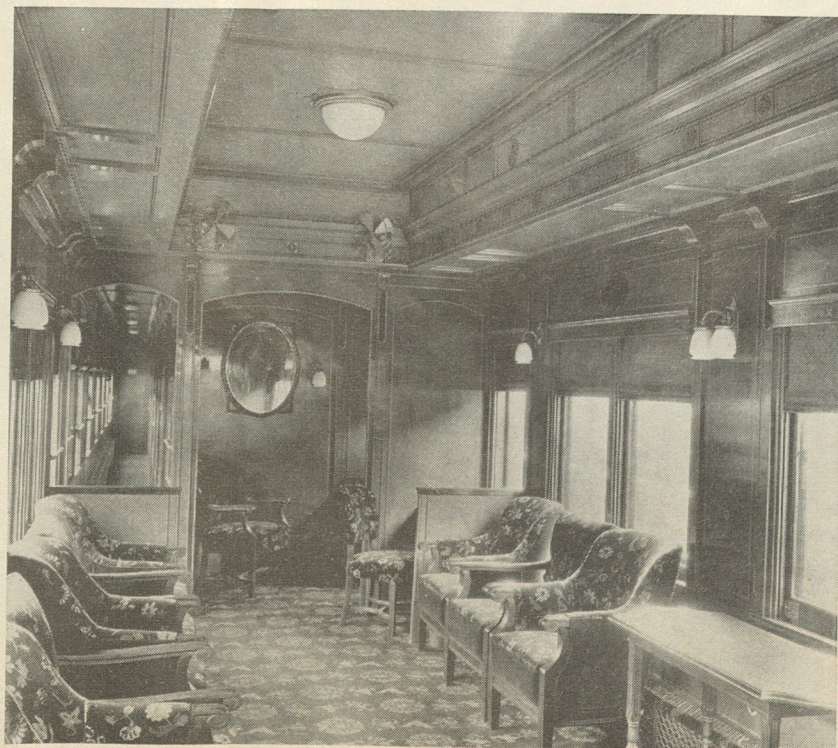
Lounge Car.....Chicago to New York (2 Double Bedrooms, Buffet).
Sleeping Cars.....Chicago to New York (Roomette).
Chicago to New York (4 Comp., 2 D.R., 4 Double Bedrooms).
Observation Car.....Chicago to New York (Double Bedrooms).
Chicago to New York (2 Master Rooms, Double Bedroom, Buffet Lounge).
Dining Car.....Chicago to New York.
No Coaches.

Special service features are provided on Limited trains as follows:

Nos. 28 and 29—Broadway Limited.—Barber, Bath, Valet, Ladies' Maid, Manicure, Train Secretary, Writing Desk and Stationery, Newspapers and Periodicals, Terminal Telephones, Radio and Phonograph Programs, Lounge, Baseball and Football Scores (in season). Special Service Charges obtain on the Broadway Limited. For specific charge, see page 79.



7EN SUITE look through fully compartmented Times Square. →Lounge of observation Federal Hall shows globe lamps and fans that once keyed Pullman interiors.



FEDERAL HALL contained 4 compartments and a ladies' lounge (with maid and manicurist) plus an open platform with brass railings.



No. 30. (*) "SPIRIT OF ST. LOUIS"—via Dayton (Daily)
 Lounge Car.....St. Louis to New York (D-R, 3 Double Bedrooms, Buffet).
 Sleeping Cars.....St. Louis to New York (Roomette), (Two cars).
 St. Louis to New York (12 Duplex Rooms, 5 Double Bedrooms).
 St. Louis to New York 10 Roomettes, 5 Double Bedrooms).
 St. Louis to New York (14 Sec.) (Two cars).
 Observation.....St. Louis to New York (Comp., 2 D-R, Double Bedroom, Buffet Lounge).
 Parlor Car.....Louisville to Indianapolis (D-R, Buffet).
 Dining Car.....St. Louis to New York.
 Coach.....St. Louis to New York (Regularly assigned car—Individual Reclining Seat).

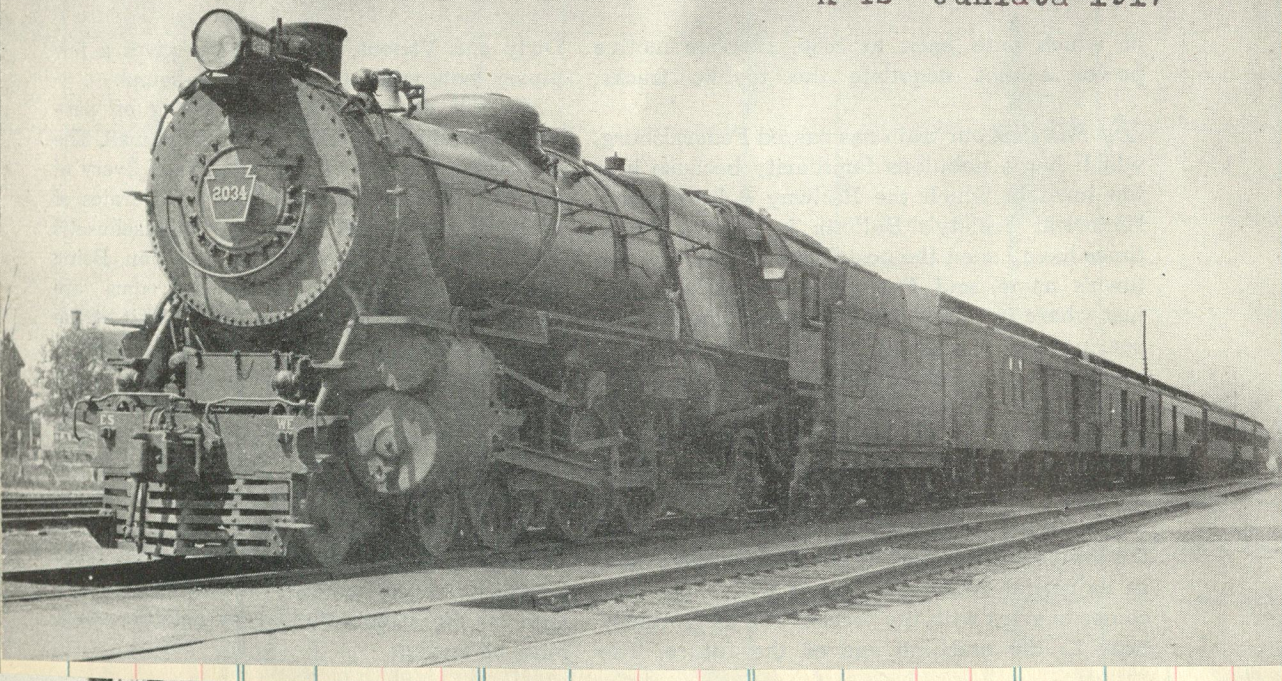


"SPIRIT OF ST. LOUIS"
 ALL-PULLMAN TRAIN
Leads the Southwest Fleet between
 ST. LOUIS • WASHINGTON • NEW YORK

Lucius Beebe

The Del-Mar-Va Express at Delmar, Del.

K-4s Juniata 1917



NO. 5481
 on train 66
 "The American"

No. 78. (*) THE GOLDEN ARROW (Daily)
 Lounge Cars.....Chicago to New York (6 Double Bedrooms Buffet).
 Harrisburg to New York (Dining).
 Sleeping Cars.....Chicago to New York (12 Sec. D-R).
 Chicago to New York (8 Sec. 2-Comp. D-R).
 Chicago to Boston (12 Sec. D-R).
 Dining Car.....Chicago to Pittsburgh.
 Coach.....Chicago to Pittsburgh.
 Harrisburg to New York (Lounge).
 Chicago to Pittsburgh (Regularly Assigned Car Individual Reclining Seat).
 New York Coach to Harrisburg. Through Chicago.
 Pittsburgh to New York.



No. 76. THE TRAIL BLAZER
 All-Coach Streamliner
 (All Seats Reserved)
 (For Special Service Charge see Page 46)
 Coaches.....Chicago to New York (Reclining Seats)
 Observation Lounge
 Coach (Buffet), Chicago to New York.
 Bar Lounge Coach, Chicago to New York.
 Dining Car.....Chicago to New York.



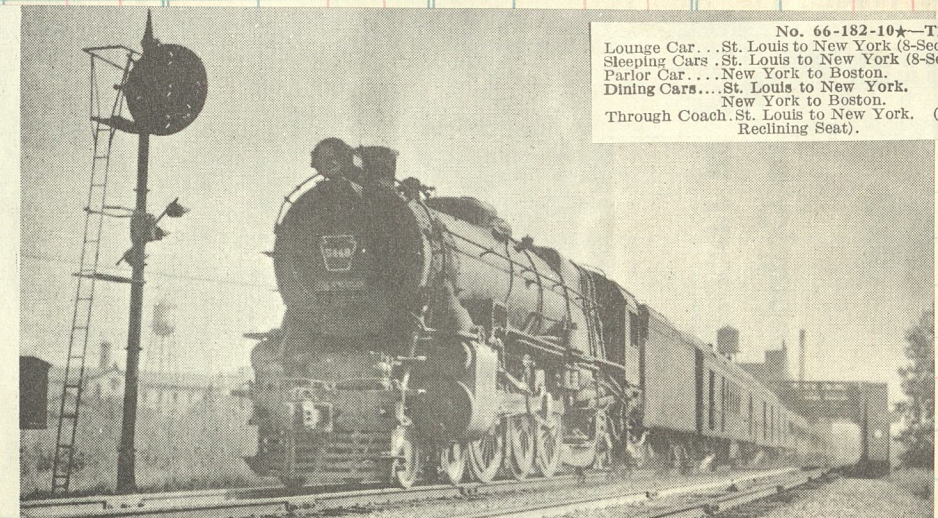
THE TRAIL BLAZER
 CHICAGO • NEW YORK

Liberty Limited

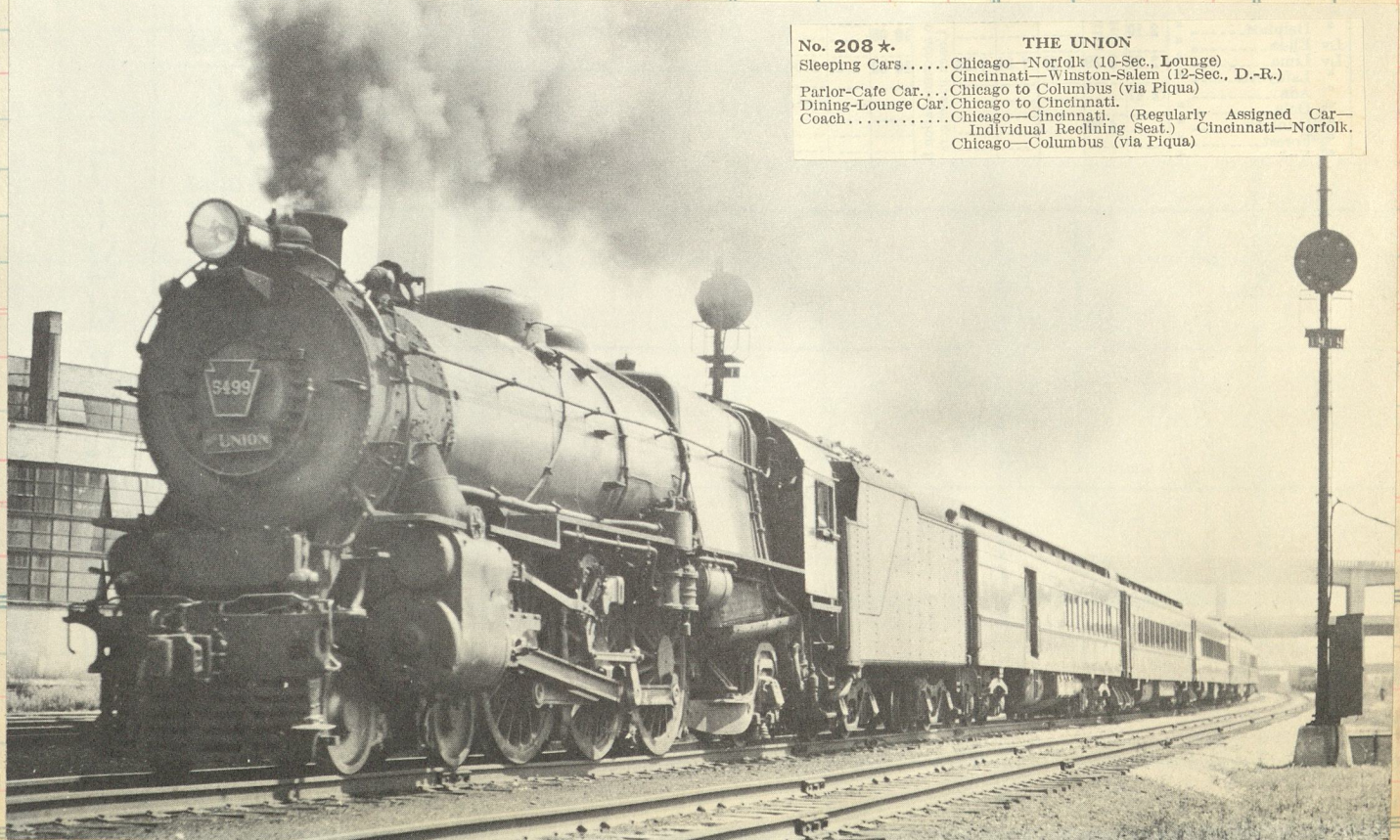
No. 58. (*) LIBERTY LIMITED (Daily)
 Lounge Car.....Chicago to Washington (D-R, 3 Double Bedrooms, Buffet).
 Sleeping Cars.....Chicago to Washington (14 Sec.).
 Chicago to Washington (5 Double Bedrooms, 12 Duplex Rooms).
 Chicago to Washington (10 Roomettes, 5 Double Bedrooms).
 Chicago to Washington (8 Sec., 2 Comp., D-R).
 Observation Car, Chicago to Washington (2 Master Rooms, Double Bedroom, Buffet Lounge).
 Dining Car.....Chicago to Washington.
 Coach.....Chicago to Washington (Regularly assigned car—Individual Reclining Seat).



No. 66-182-104—The American
 Lounge Car.....St. Louis to New York (8 Sec. Buffet and 3 Comp. D-R, Buffet).
 Sleeping Cars.....St. Louis to New York (8 Sec., 5 Double Bedrooms).
 Parlor Car.....New York to Boston.
 Dining Cars.....St. Louis to New York.
 New Haven to Springfield.
 New York to Boston.
 Through Coach, St. Louis to New York. (Regularly Assigned Car Individual Reclining Seat).



No. 208*. THE UNION
 Sleeping Cars.....Chicago—Norfolk (10 Sec. Lounge).
 Cincinnati—Winston-Salem (12 Sec., D-R).
 Parlor-Cafe Car.....Chicago to Columbus (via Piqua).
 Dining-Lounge Car.....Chicago to Cincinnati.
 Coach.....Chicago—Cincinnati. (Regularly Assigned Car—Individual Reclining Seat.) Cincinnati—Norfolk.
 Chicago—Columbus (via Piqua).

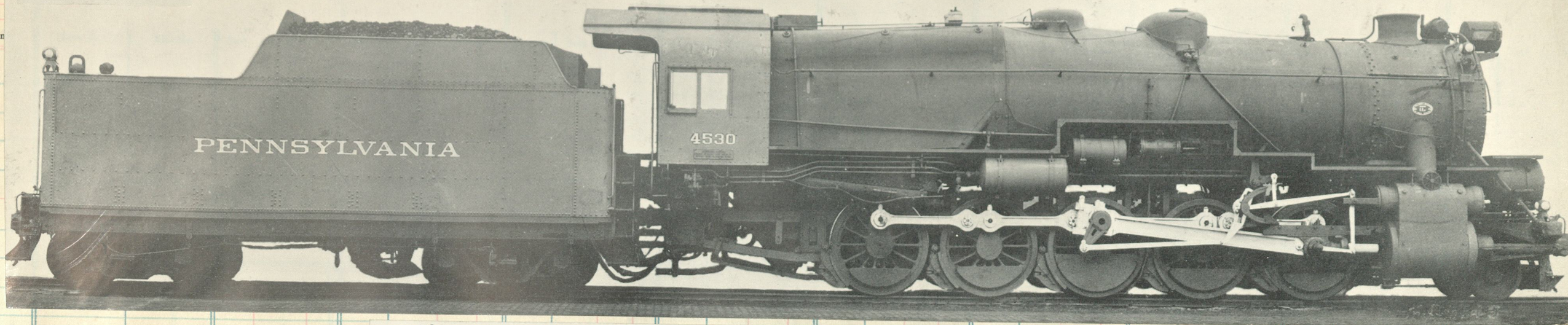


Recap: 2-10-0 Type

I-1s 501 engines
I-1sa 81 engines
Total 582 units
as of 1938

Baldwin 1923
c/n 56874

BLW 1923



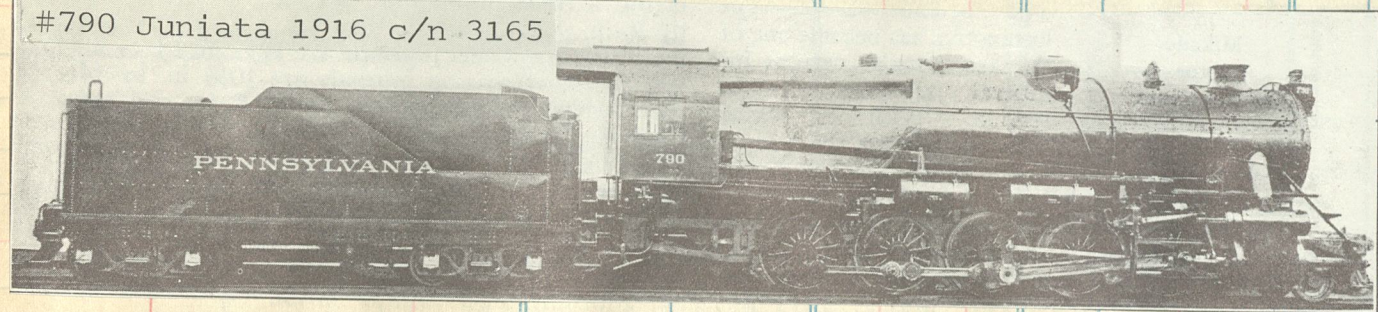
Class I-1s and I-1sa freight locomotive

Road numbers of this series	Promiscuous	Weight on drivers, lbs.	352,500
Built	PRR, Baldwin, 1916-1923	Weight on leading truck, lbs.	33,600
Cylinders, diameter and stroke, in.	30 1/2 x 32	Weight of engine and tender, lbs.	590,800
Diameter of drivers, in.	62	Grate area, sq. ft.	69.89
Tractive power, lbs.	96,026	Evaporative heating surface, sq. ft.	4590
Boiler pressure, lbs. per sq. in.	250	Superheater heating surface, sq. ft.	1634
Total weight of engine, lbs.	386,100	Tender capacity: Tons of coal	18.7
		Gallons of water	10,300

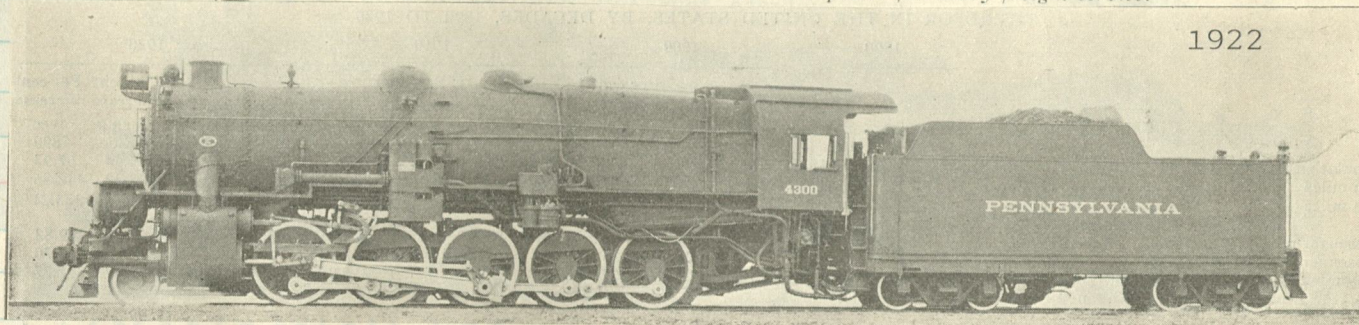
We are now building for the Pennsylvania System a total of 475 Decapod type locomotives which are quite as notable in this day as were the "Dauphin" and the "Perry" seventy-five years ago. These new locomotives were designed throughout by the Railroad Company. They each weigh over seven times as much as the "Perry" and have increased hauling capacity in proportion.

This is one of the most important locomotive power orders ever placed, and these locomotives represent the highest development of railroad motive power for heavy freight service.

#790 Juniata 1916 c/n 3165



1922



The first of the new Decapod Locomotives, Class I-1-S, now being built for the Pennsylvania by The Baldwin Locomotive Works. Builders Construction Number 55,725

Cylinders, 30 1/2" x 32"
Driving wheels, diameter, 62"
Weight, total engine, 371,800 lb.
Tractive force, 87,000 lb.

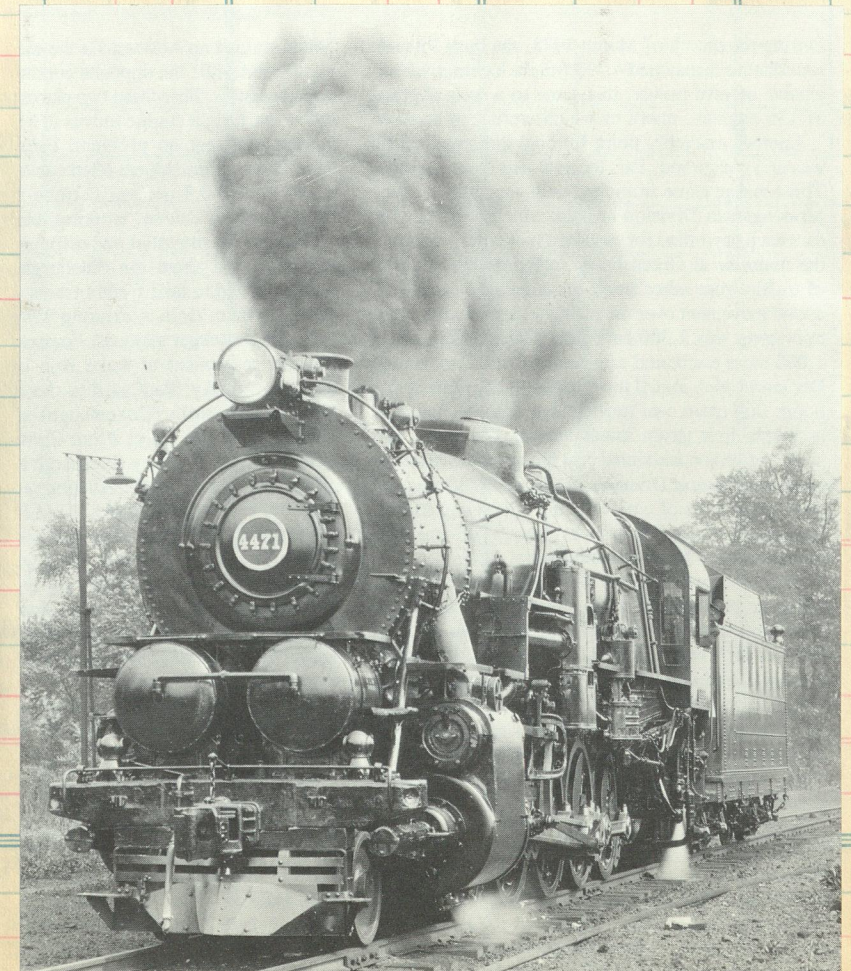
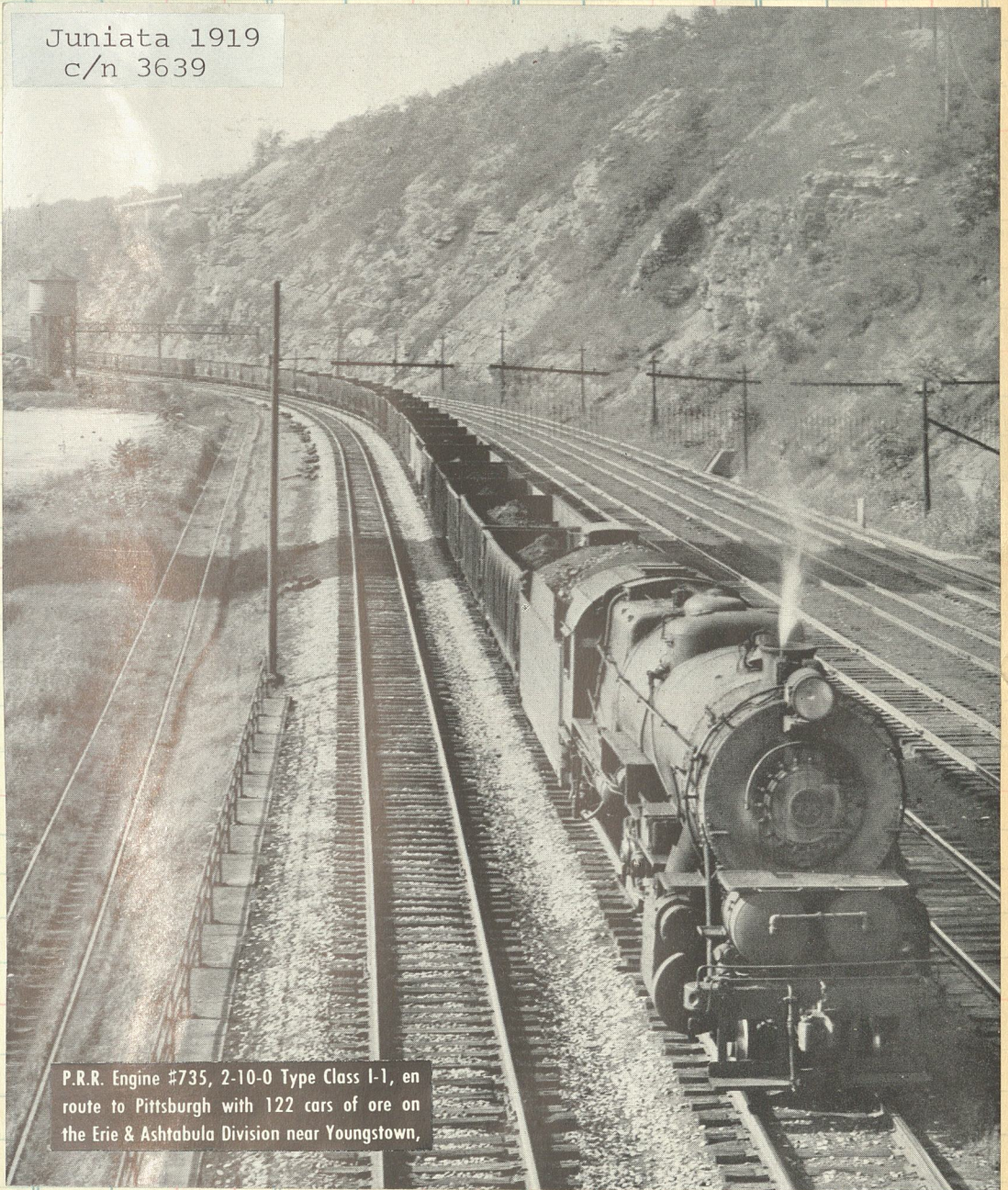
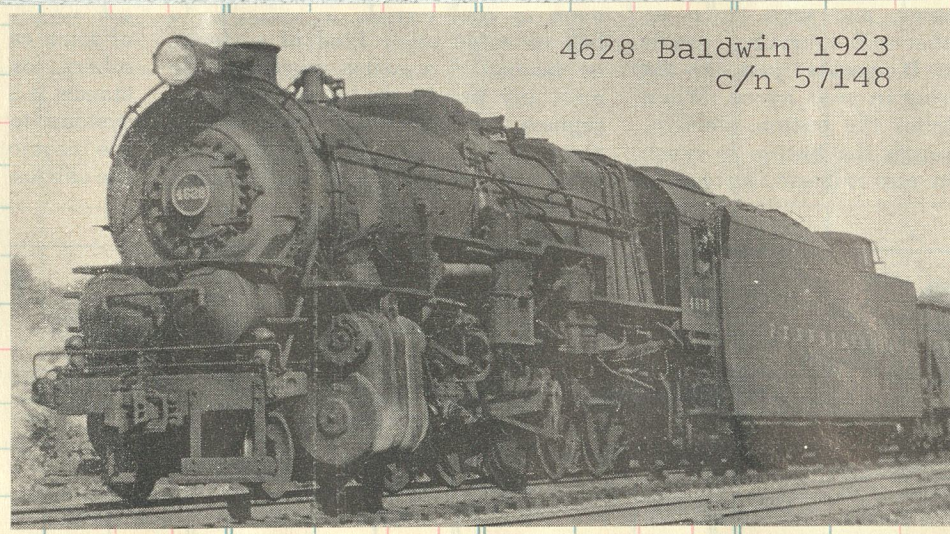
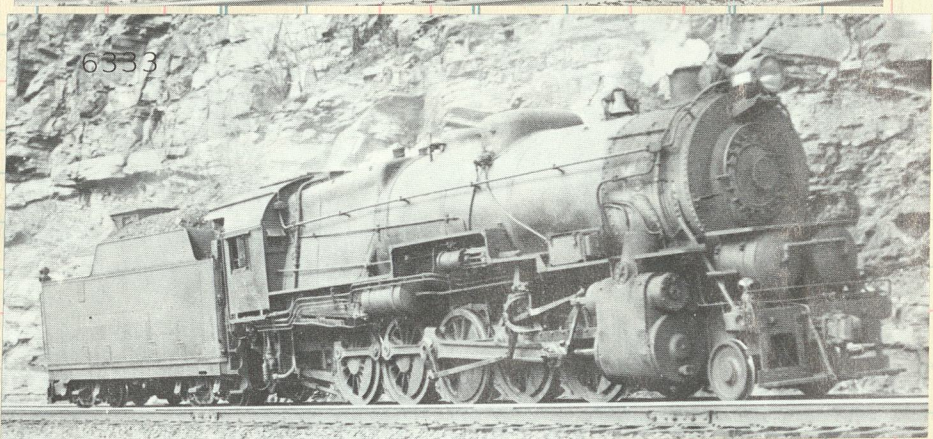
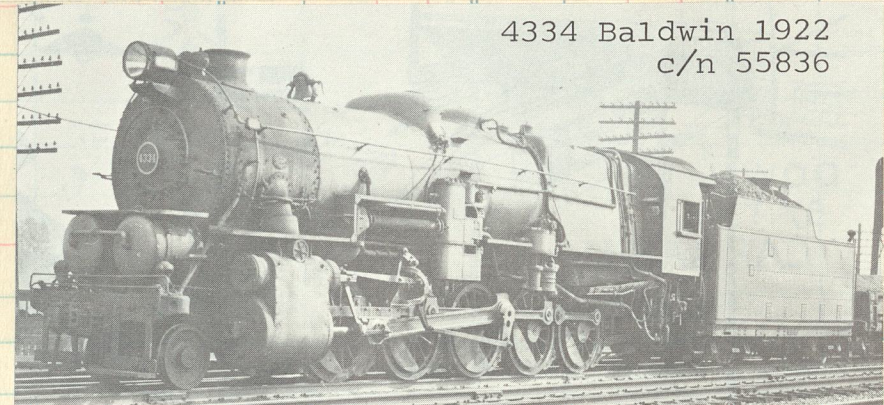
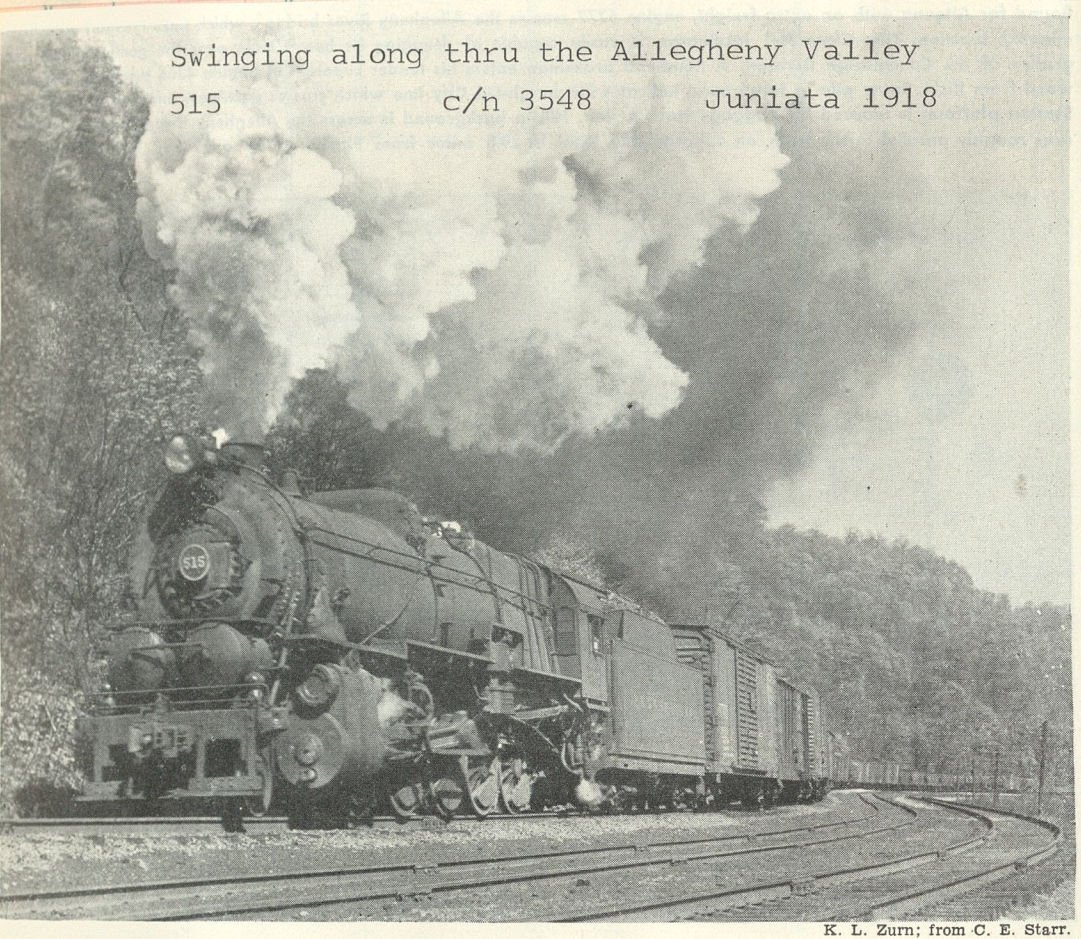
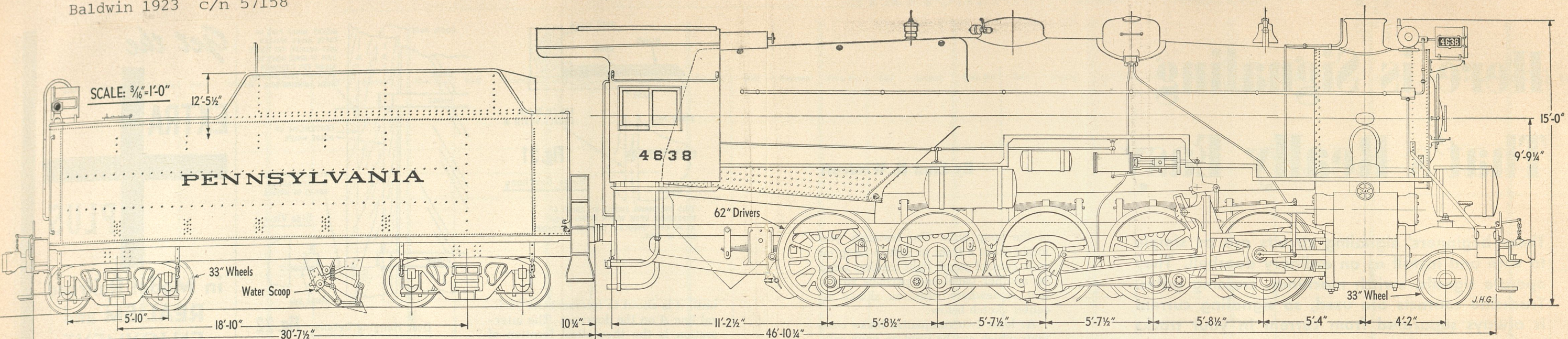


☆
*As King
Winter Comes*
Pennsylvania Railroad's En-
gine 1530 With Heavy
Freight Drag At
Akron, Ohio
(F. Gordon Cook
Photo)



JOHN PROPHET

Pre-war Pennsy: An I1s works heavy tonnage up No. 3 track at Horseshoe Curve, August 1939.

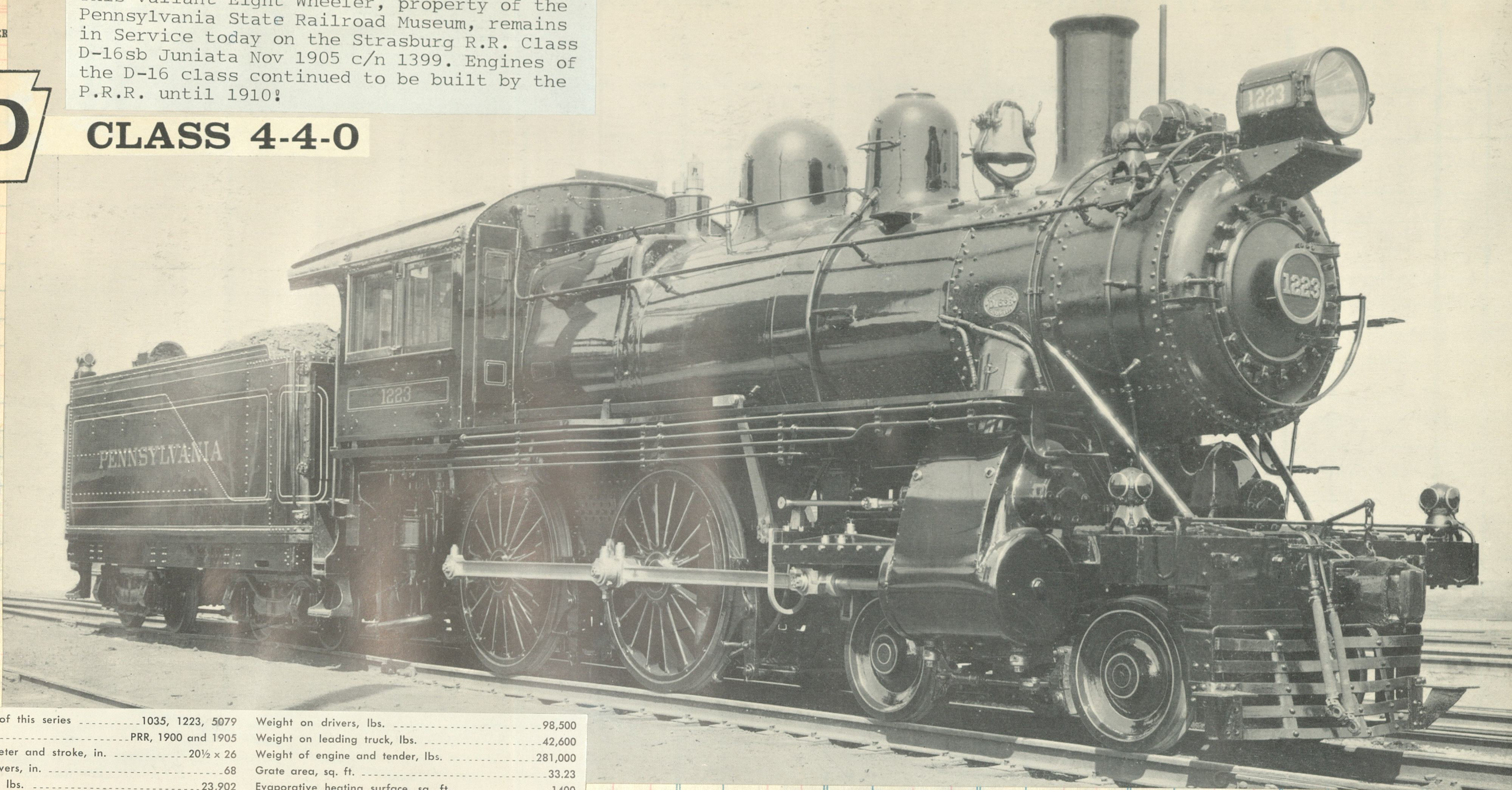


SELLER
DATE

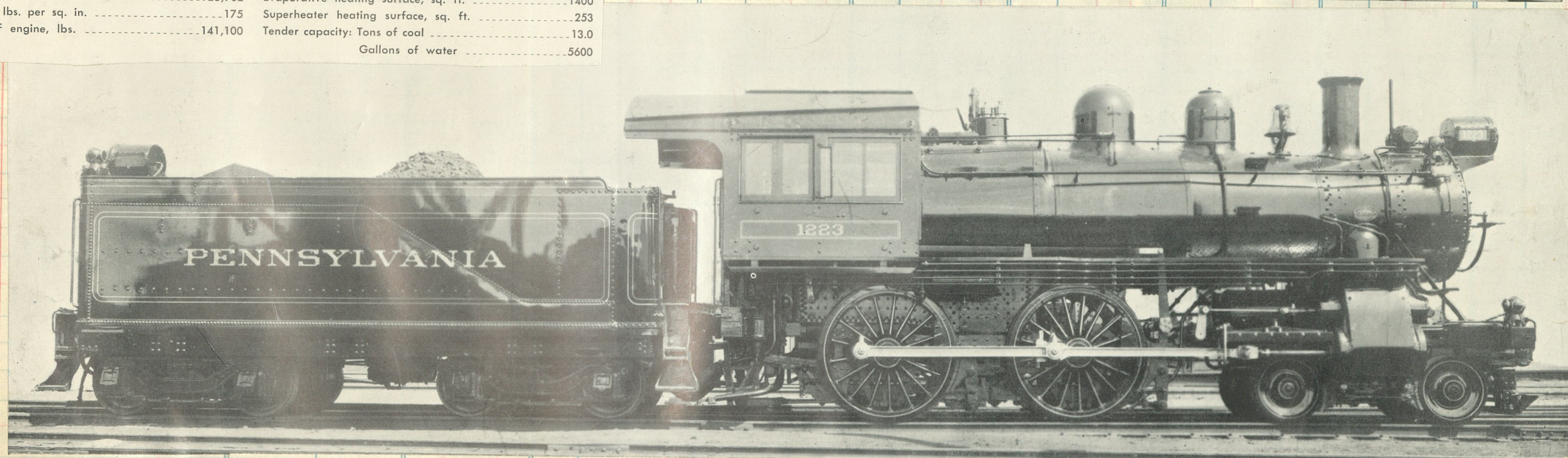
D

This valiant Eight Wheeler, property of the Pennsylvania State Railroad Museum, remains in Service today on the Strasburg R.R. Class D-16sb Juniata Nov 1905 c/n 1399. Engines of the D-16 class continued to be built by the P.R.R. until 1910!

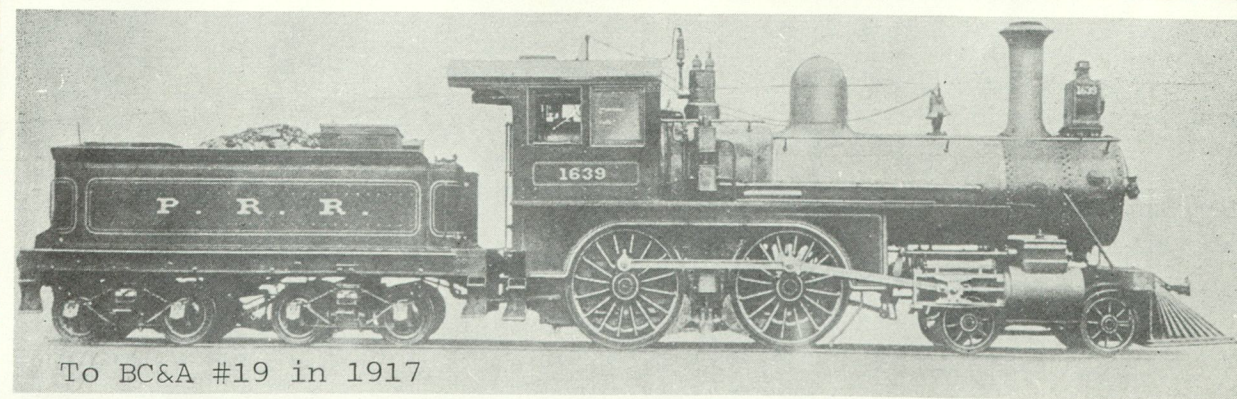
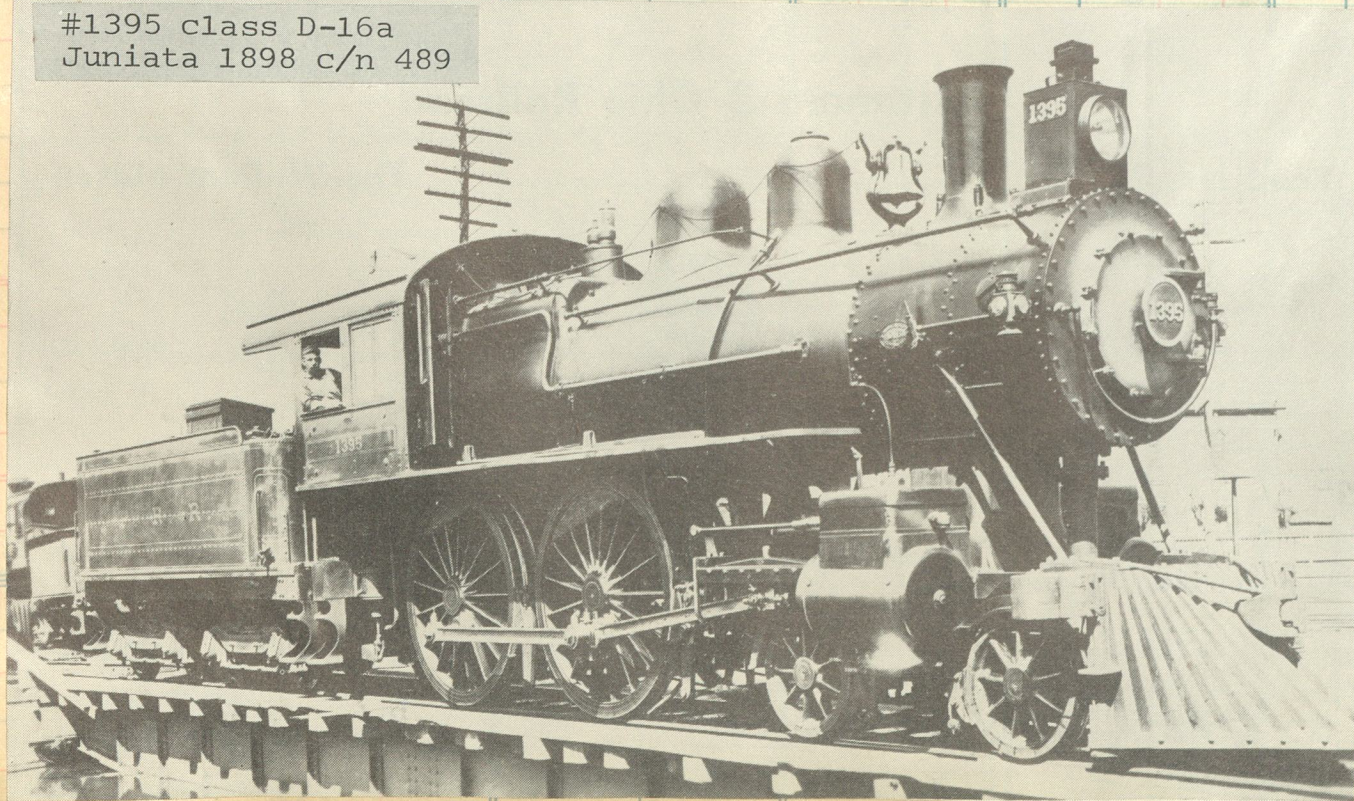
CLASS 4-4-0



Load numbers of this series	1035, 1223, 5079	Weight on drivers, lbs.	98,500
Built	PRR, 1900 and 1905	Weight on leading truck, lbs.	42,600
Cylinders, diameter and stroke, in.	20½ x 26	Weight of engine and tender, lbs.	281,000
Diameter of drivers, in.	68	Grate area, sq. ft.	33.23
Indicated power, lbs.	23,902	Evaporative heating surface, sq. ft.	1400
Boiler pressure, lbs. per sq. in.	175	Superheater heating surface, sq. ft.	253
Total weight of engine, lbs.	141,100	Tender capacity: Tons of coal	13.0
		Gallons of water	5600



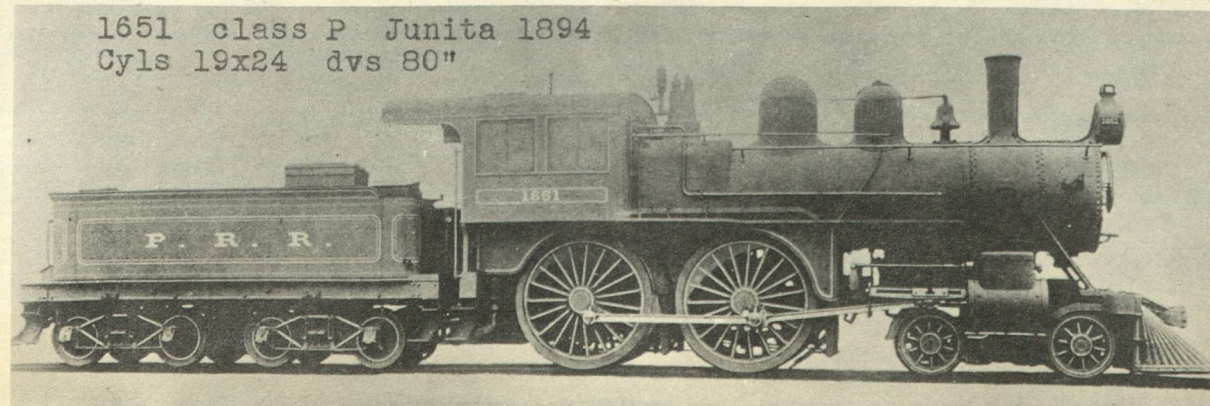
#1395 class D-16a
Juniata 1898 c/n 489



To BC&A #19 in 1917

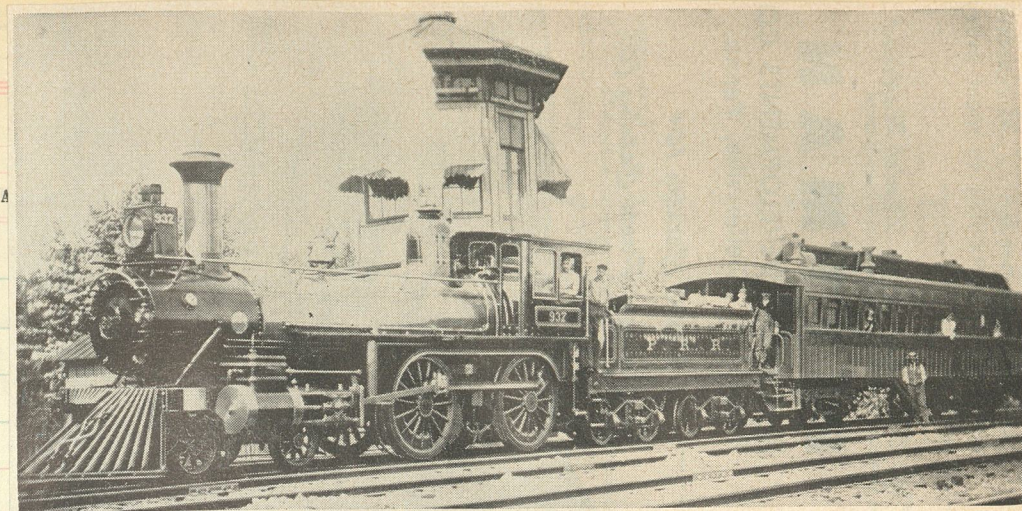
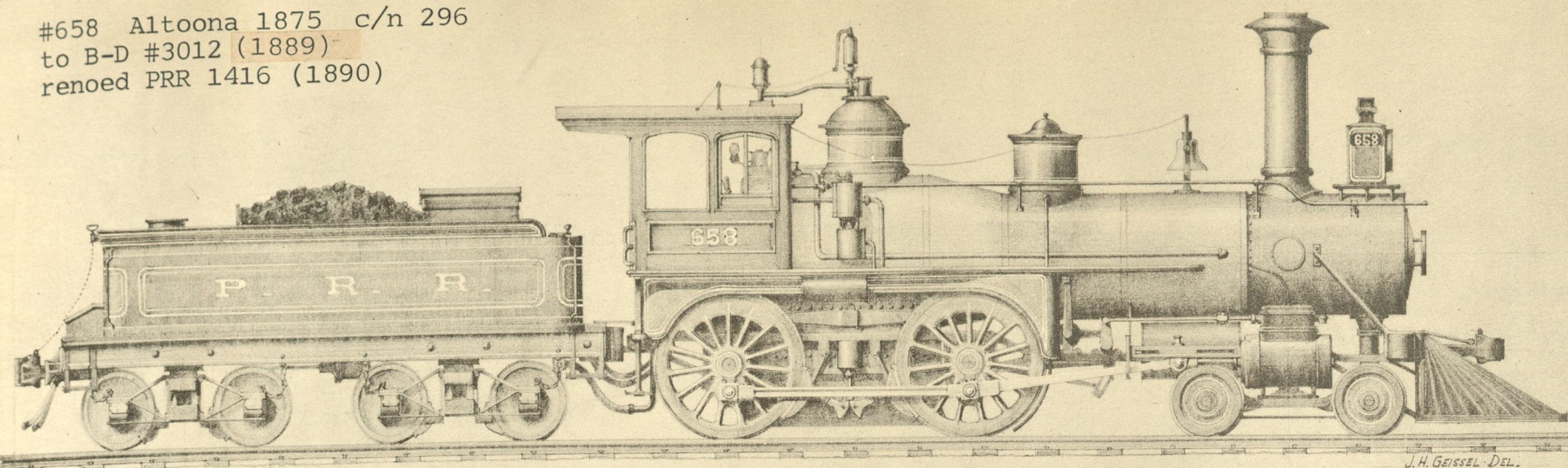
Fig. 4. No. 1639. Pennsylvania Rail Road. Class P (D13c) 4-4-0 Type. Built by Pennsylvania R. R. at Altoona, May 1893. Builder's No. 1846. Assigned to THE PENNSYLVANIA SPECIAL.

1651 class P Juniata 1894
Cyls 19x24 dvs 80"



c/n 321
to PW&B #23,
PRR #5023

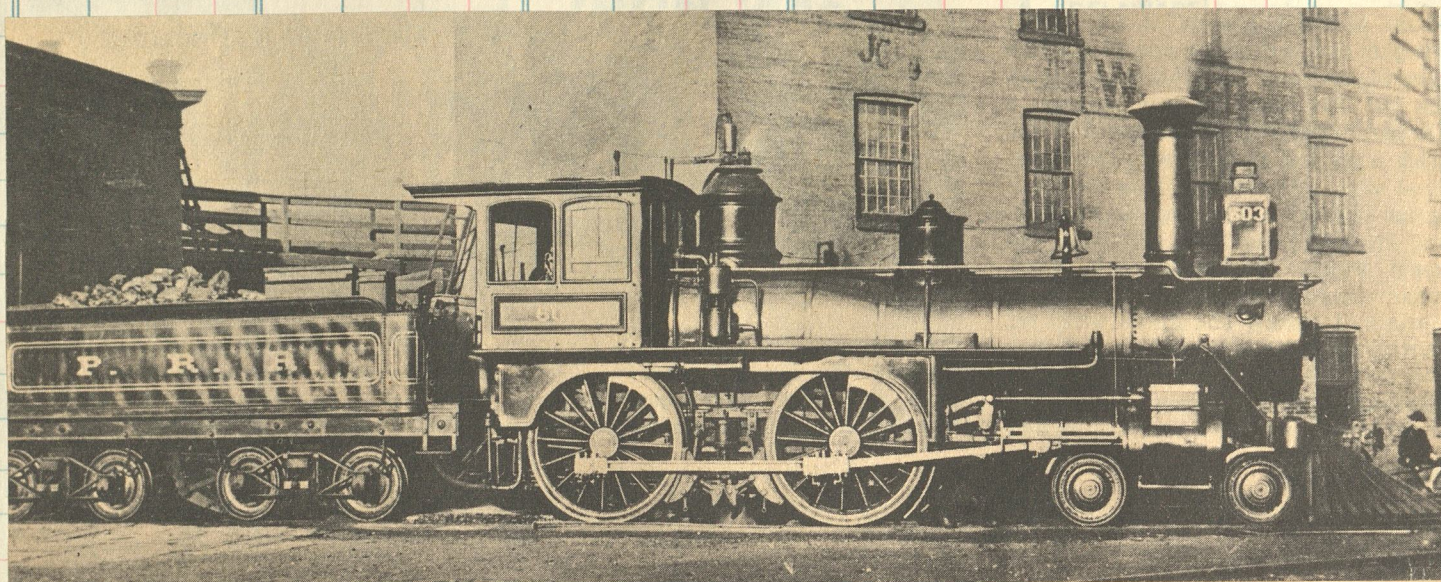
#658 Altoona 1875 c/n 296
to B-D #3012 (1889)
renod PRR 1416 (1890)



2nd 937, Baldwin 1876, with the paycar at
Radnor Tower-Philadelphia

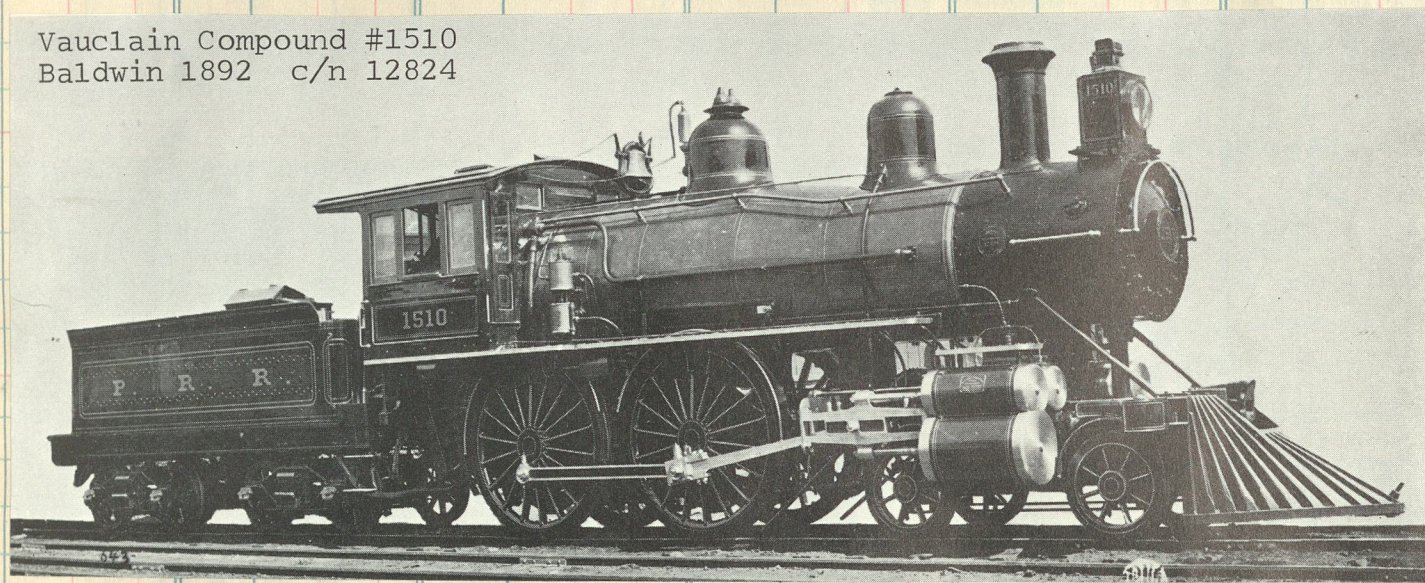
31

Amount



#603 Altoona 1876 c/n 332 to B-D #3013 (1889) renod PRR 1417 (1890)

Vauclain Compound #1510
Baldwin 1892 c/n 12824



c/n 532

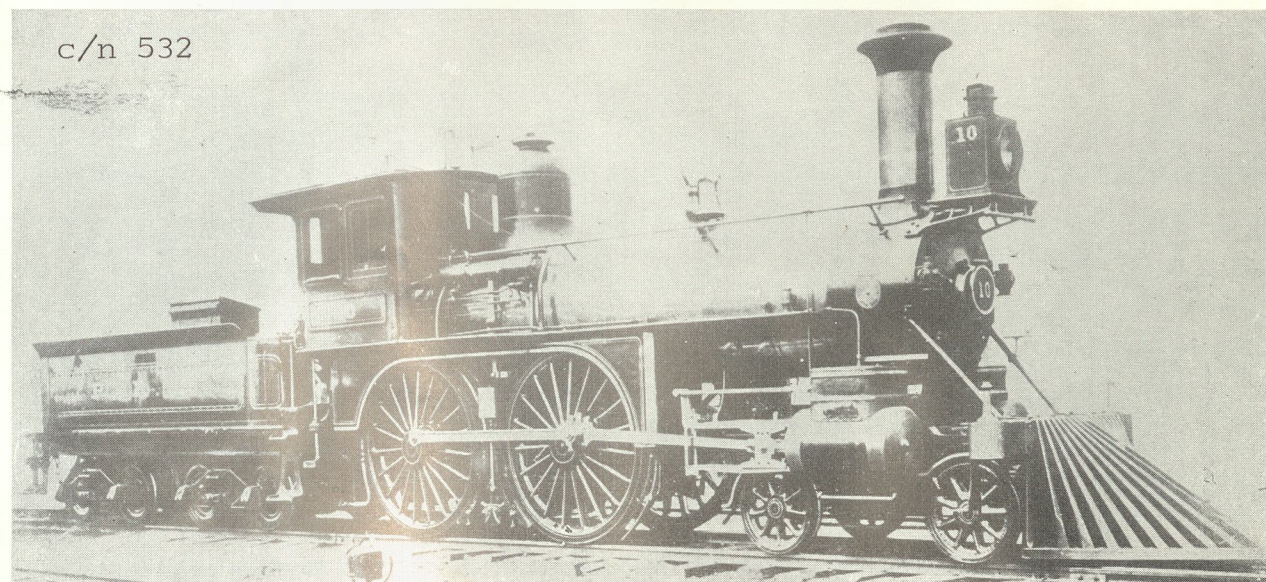


Fig. 2. No. 10 ("Old Long-legged No. 10"). Pennsylvania Rail Road. Class K (D6) 4-4-0 Type. Built by Pennsylvania R. R. at Altoona, March 25, 1881. An early passenger locomotive. This was the first locomotive to be equipped with a power reverse gear, a steam-hydraulic device mounted on the right side of the firebox ahead of the cab.

Juniata 1895
c/n 346

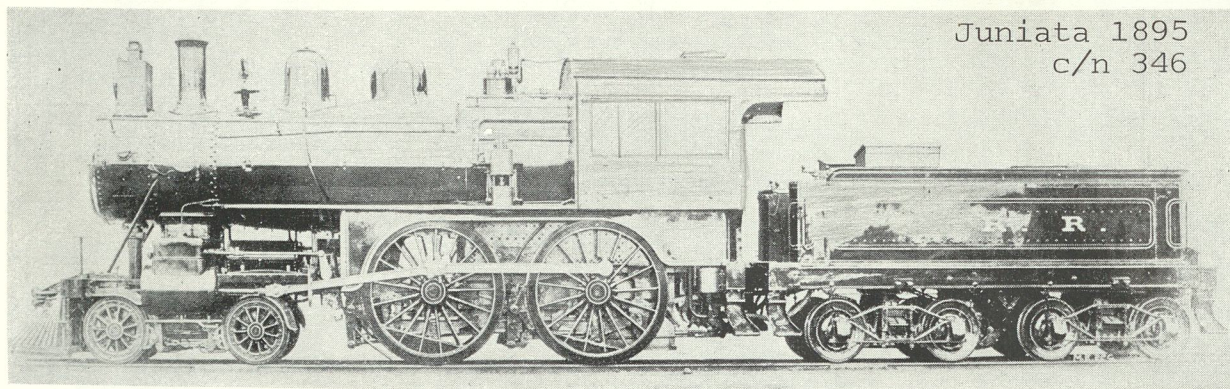
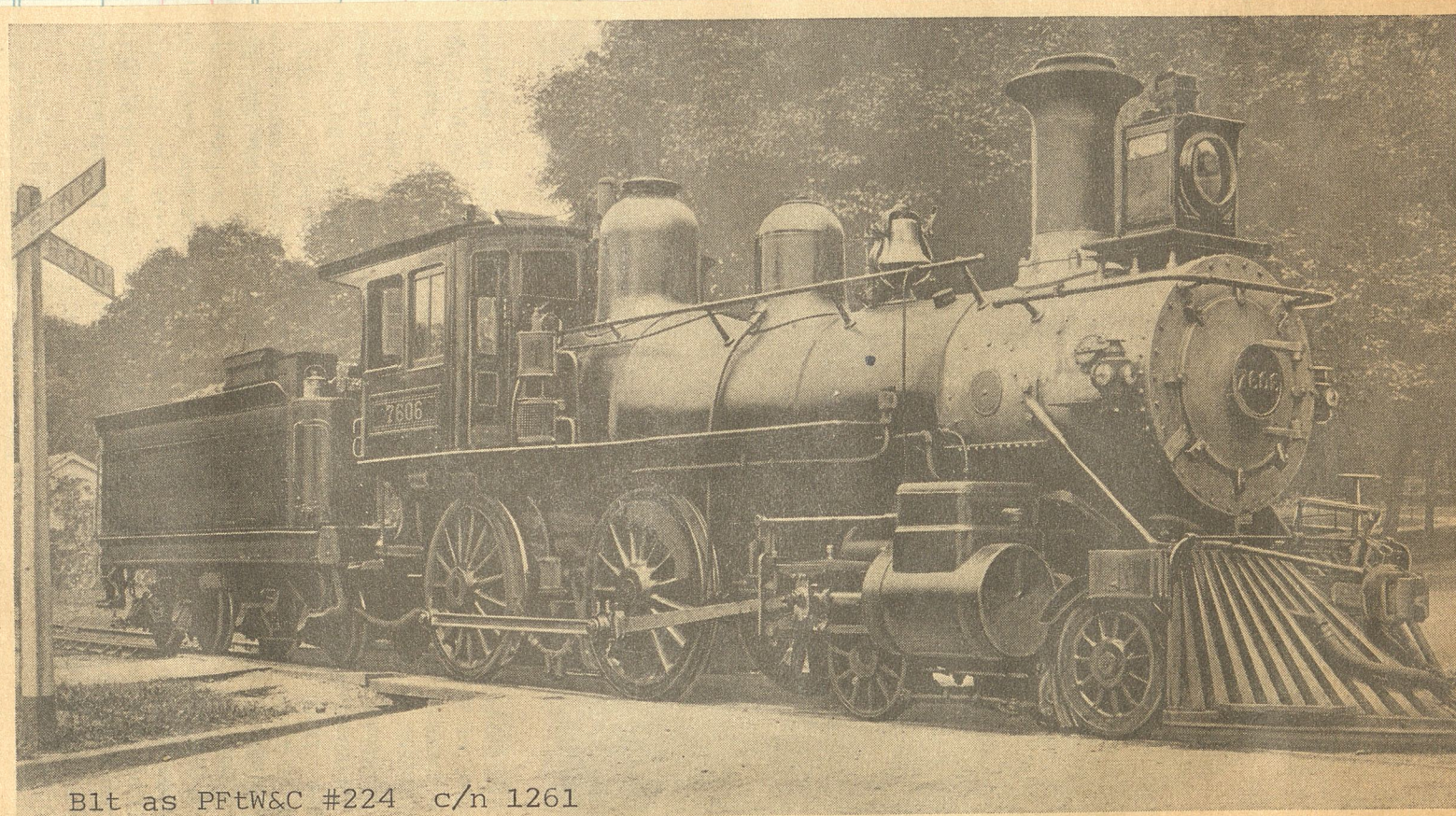


Fig. 6. No. 88. Pennsylvania Rail Road. Class P (L) (D16a) 4-4-0 Type. Built by Pennsylvania R. R. at Altoona, 1895. The first locomotive of the D16 group, and the ultimate development of the 4-4-0 Type for service on the Limited trains.

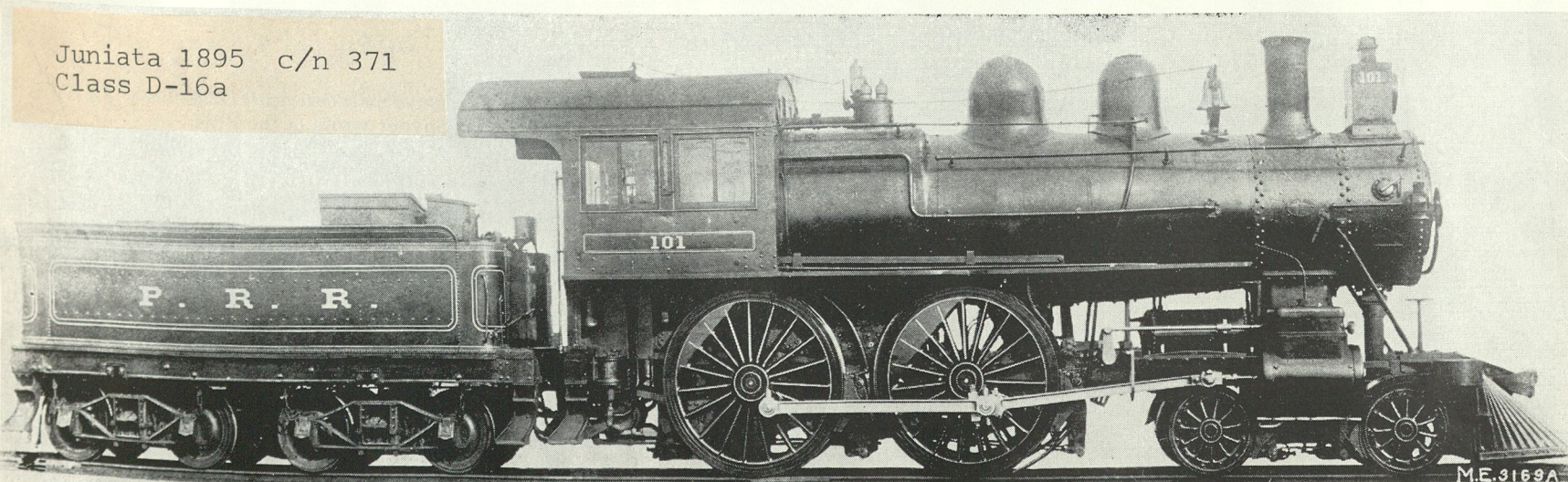


Bit as PFTW&C #224 c/n 1261

Photo from Henry H. Schodde, 153 S. Market St., East Palestine, Ohio

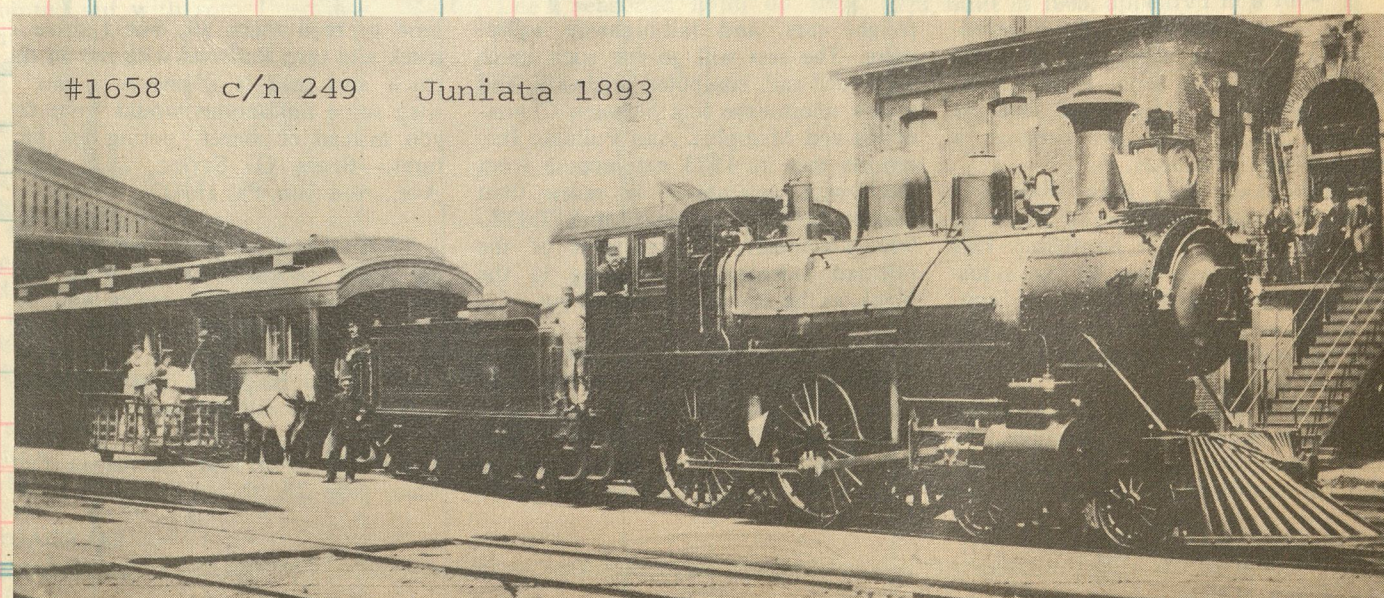
ONE OF the American types assigned to service on the Lines West, Penn's No. 7606 was built at the Altoona shops in 1888. All of the road's 4-4-0s were originally Class 0, but were subdivided under the new Class D when Pennsylvania motive power was re-designated; No. 7606 was a D-8-a

Juniata 1895 c/n 371
Class D-16a



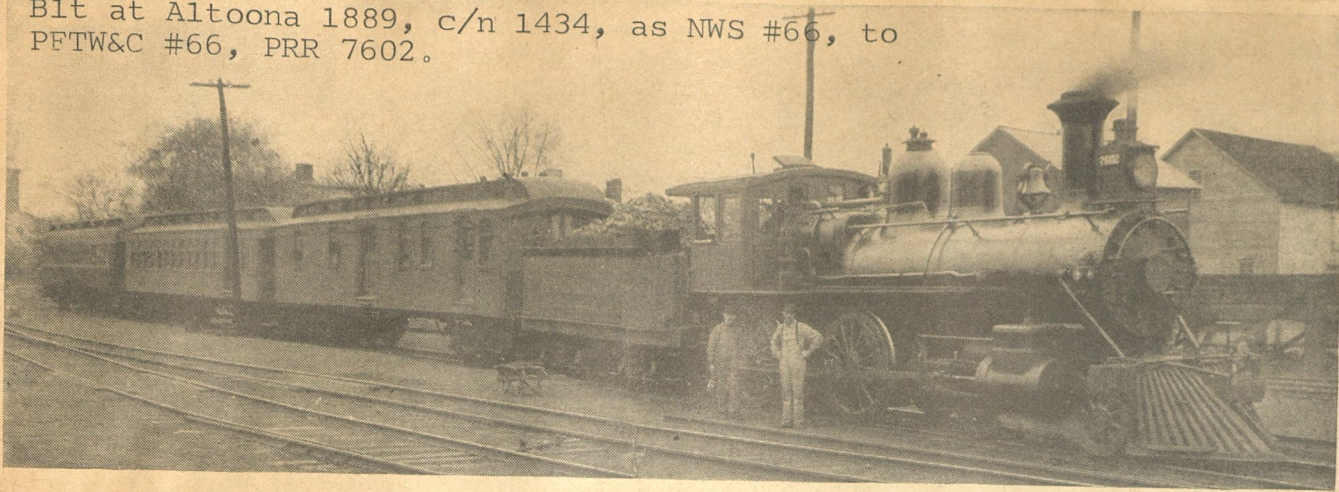
D.16.A.

#1658 c/n 249 Juniata 1893



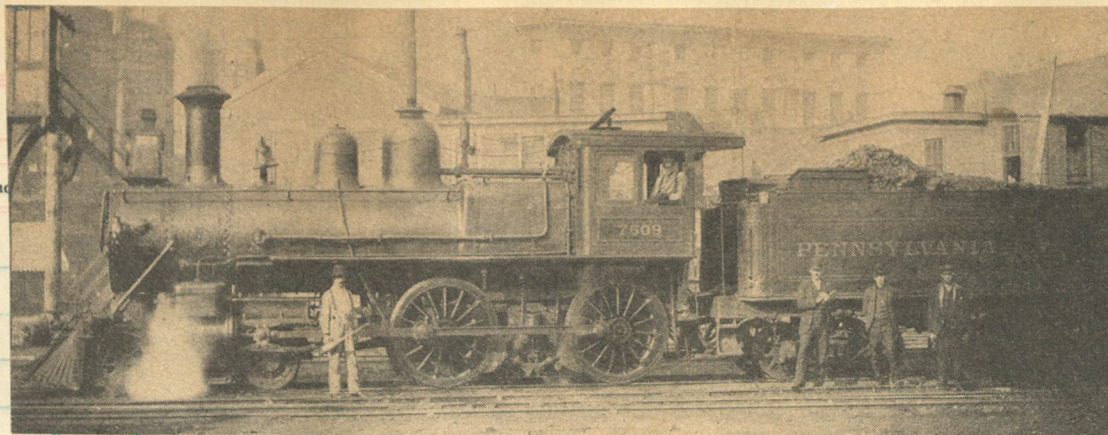
The date is April 21, 1895 and this D-14 is ready to make a fast trip as an extra from Camden to Atlantic City.

Blt at Altoona 1889, c/n 1434, as NWS #66, to PFTW&C #66, PRR 7602.

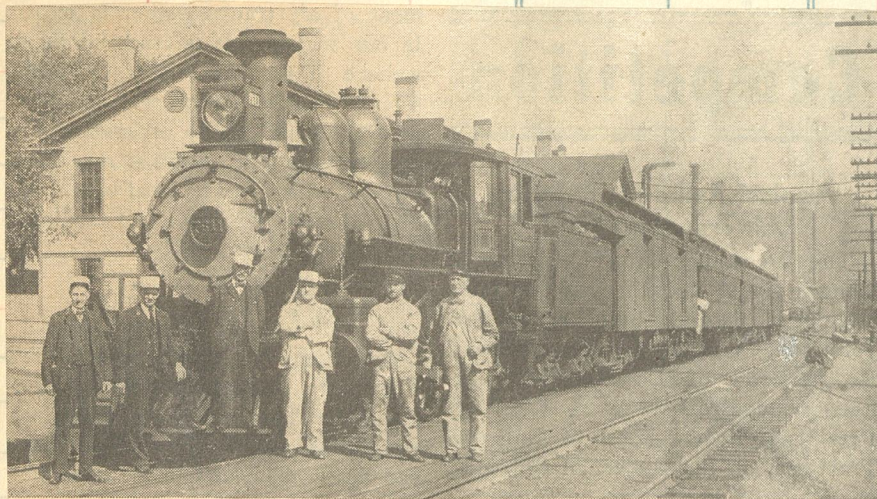


PENNSYLVANIA SYSTEM'S ENGINE 7602 AT NEW PHILADELPHIA, O., IN 1904

This engine hauled passenger trains between Bayard and New Philadelphia, O., on the Tuscarawas division. Standing beside the drivers are: (left) Brother George "Hotmeal" Scott, Div. 745, who is now retired, and Brother Charles W. "Grouch" Reed of Div. 745, who was then firing and who submitted the photograph to the JOURNAL.

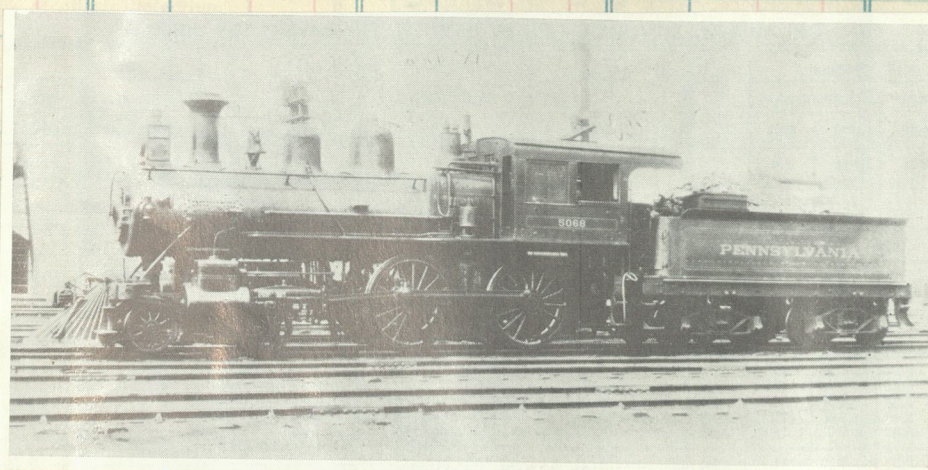


#7609 class 0 (D-9a)? Similar to the 7602 at left but no listing found in the Altoona records. May have been one of three engines built for the Little Miami in October 1889, c/n's 1438-1440.

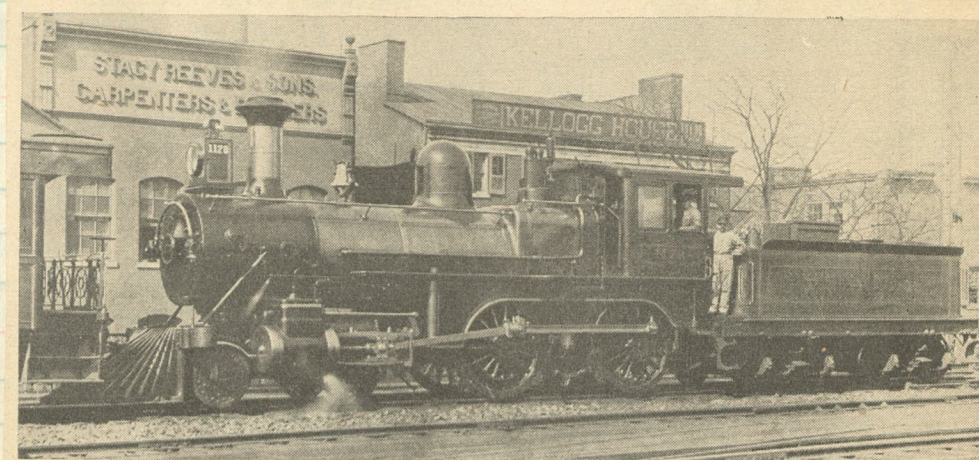


PENNSYLVANIA'S ENGINE 7611 AT WELLSVILLE, OHIO, IN 1909 OKM

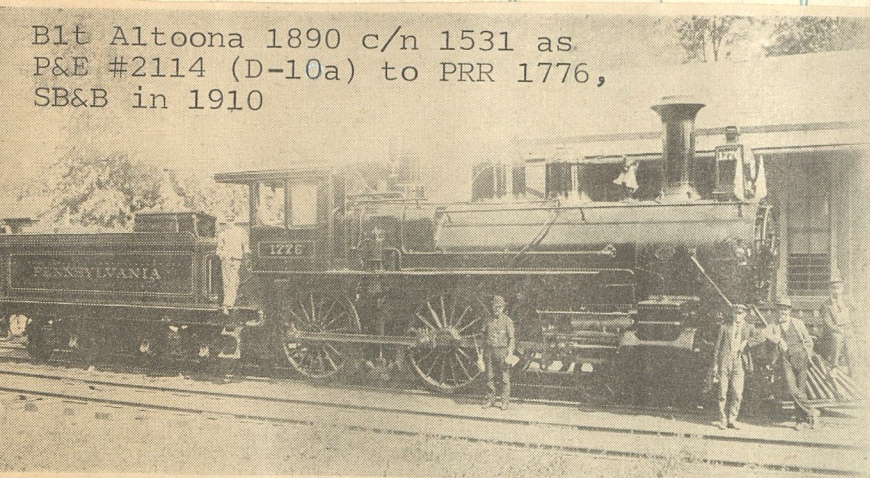
Blt by Altoona 1891 c/n 1636 as NWS #611, to C&E 611, PRR 7611



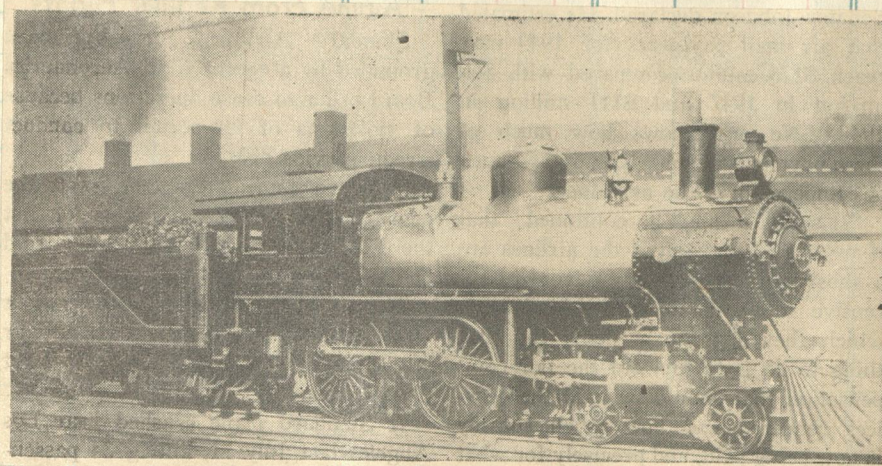
#5068 Juniata 1894 c/n 325 as PW&B #68, to PRR 5068



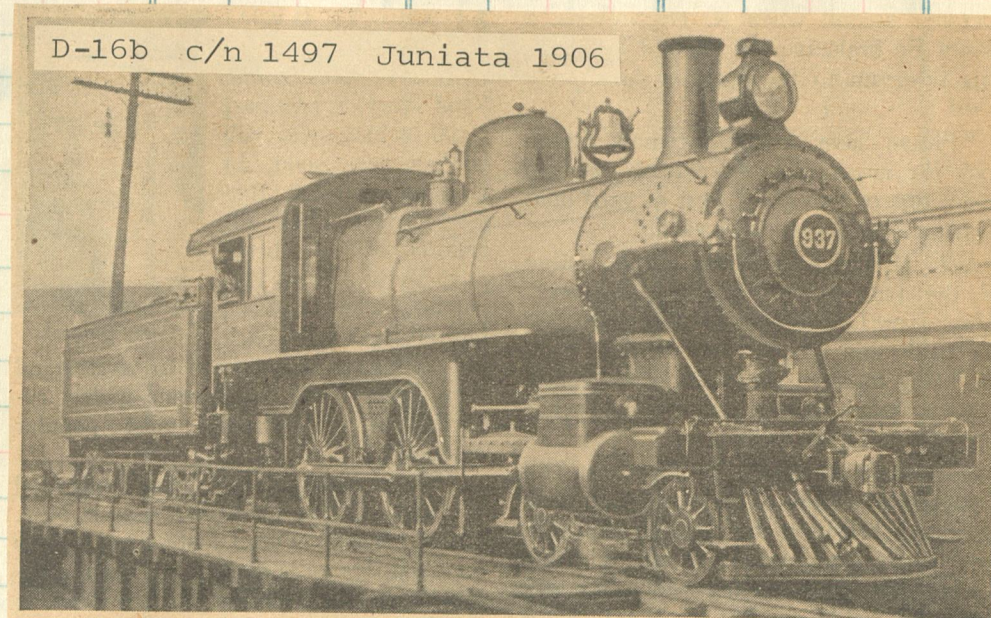
#1178 Altoona 1890 D-10 c/n 1528 Sold to C. & P.A. #4 in 1906



PENNSYLVANIA SYSTEM'S OLD 1776 AT SOUTH DANVILLE, PA. OKM

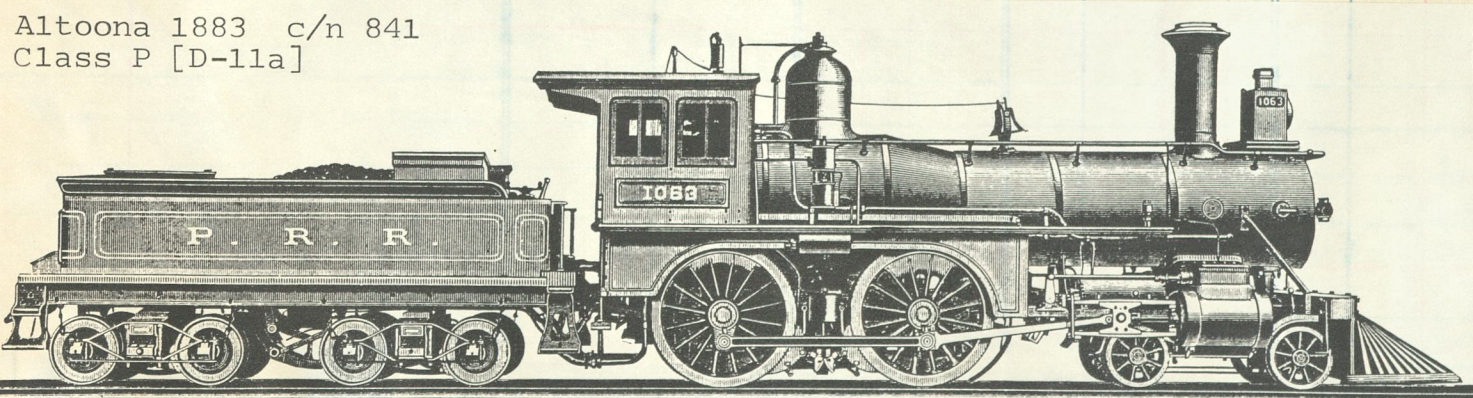


#930 D-16b c/n 1498 Juniata 1906

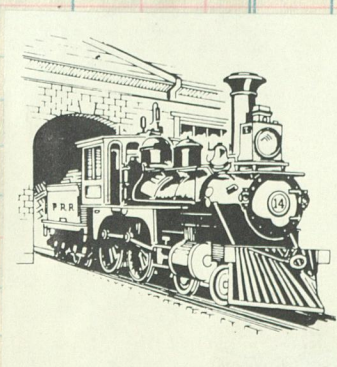


D-16b c/n 1497 Juniata 1906

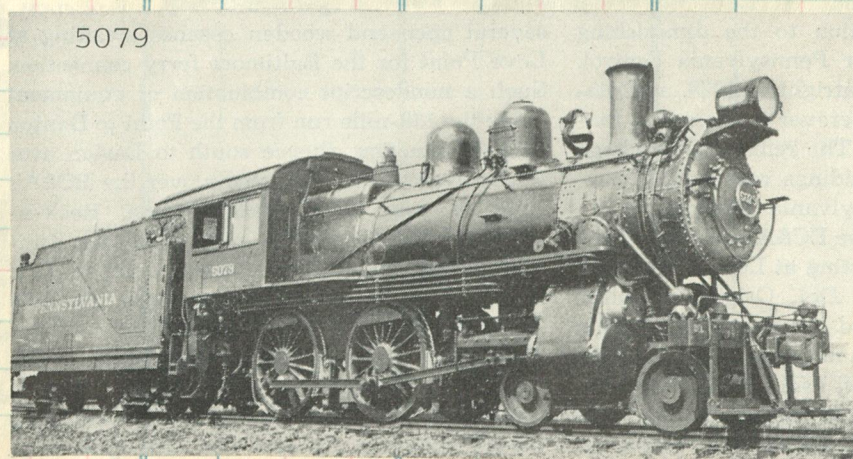
Photo from Charles E. Fisher, pres., Railroad & Locomotive Historical Society



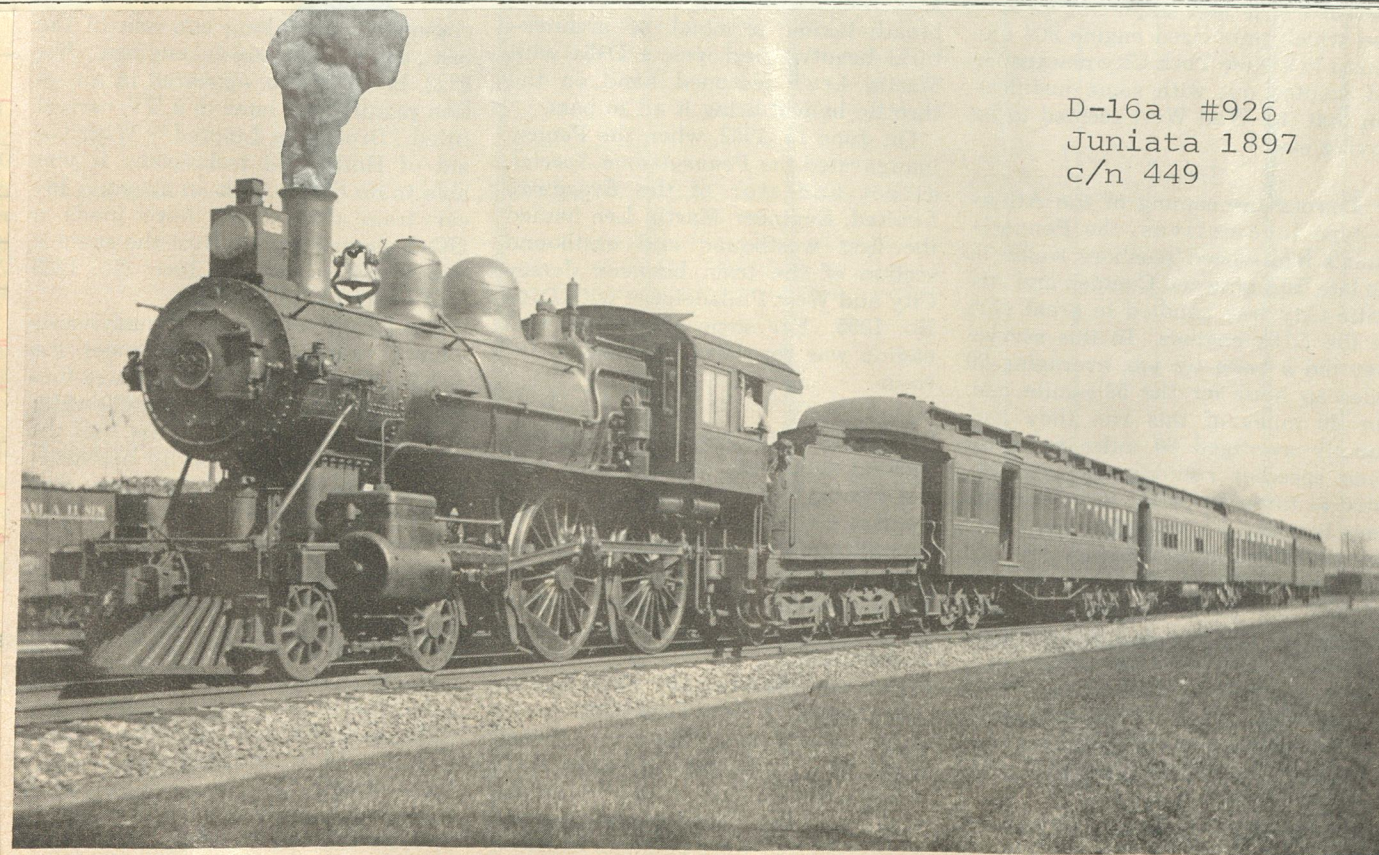
Altoona 1883 c/n 841 Class P [D-11a]



5079



D-16a #926 Juniata 1897 c/n 449



It's a sight to warm the heart of a turn-of-the-century railroader as D16d No. 5069 wheels a smart string of varnish down a multiple-track right of way, her gait guarded by semaphores on signal bridges. near Orangeville, Md.

Collection of Frederick Westing.

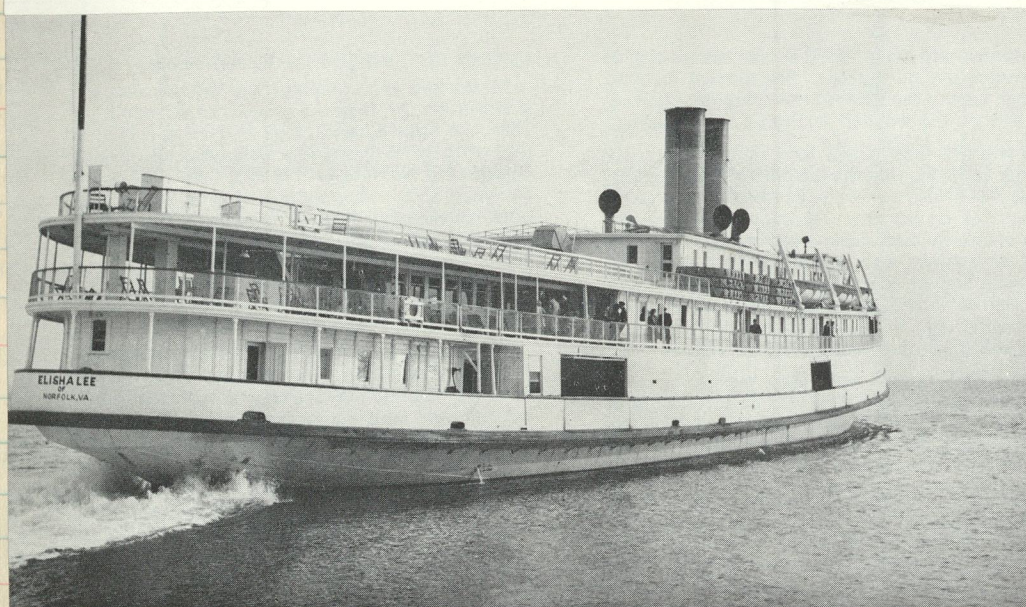
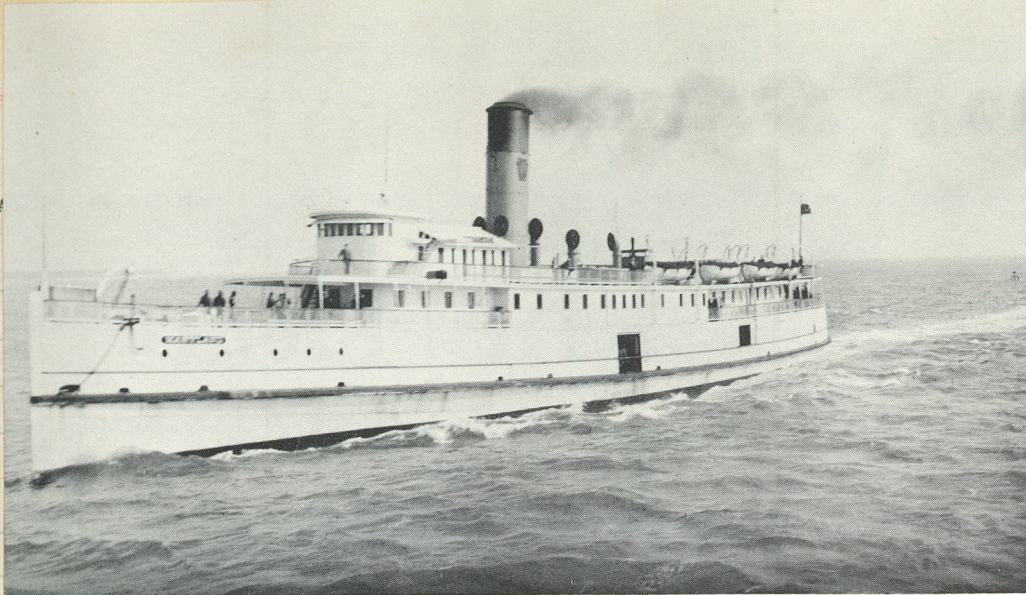


Blt as PW&B #69 by Altoona 1900 c/n 2102. Renoed PRR 5069, 5569

Clos. No.	Sold	Amount	Clos. No.	Sold
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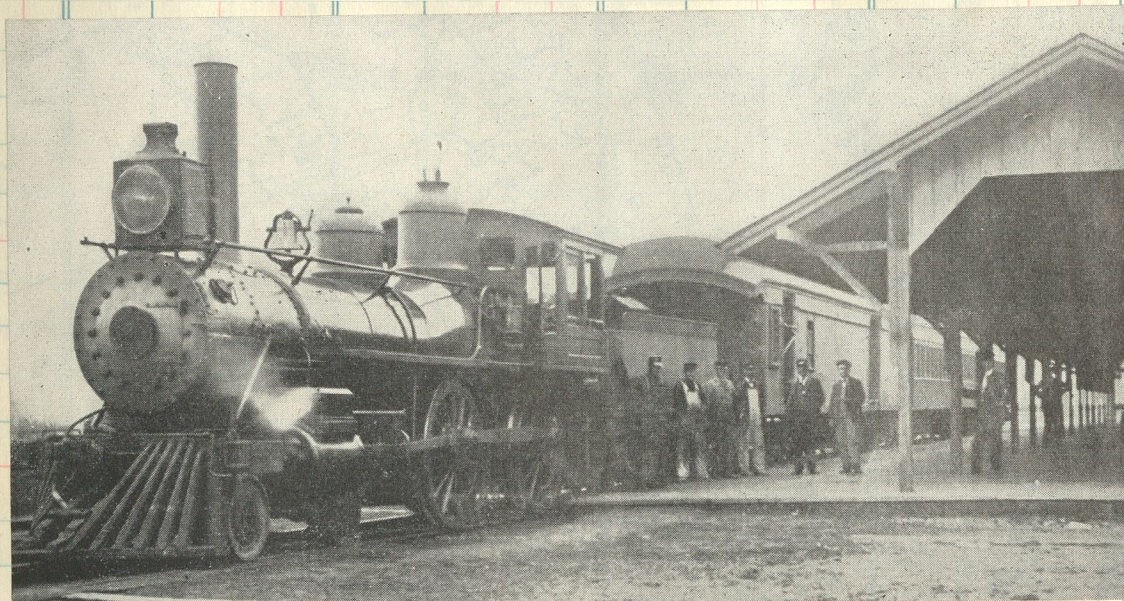
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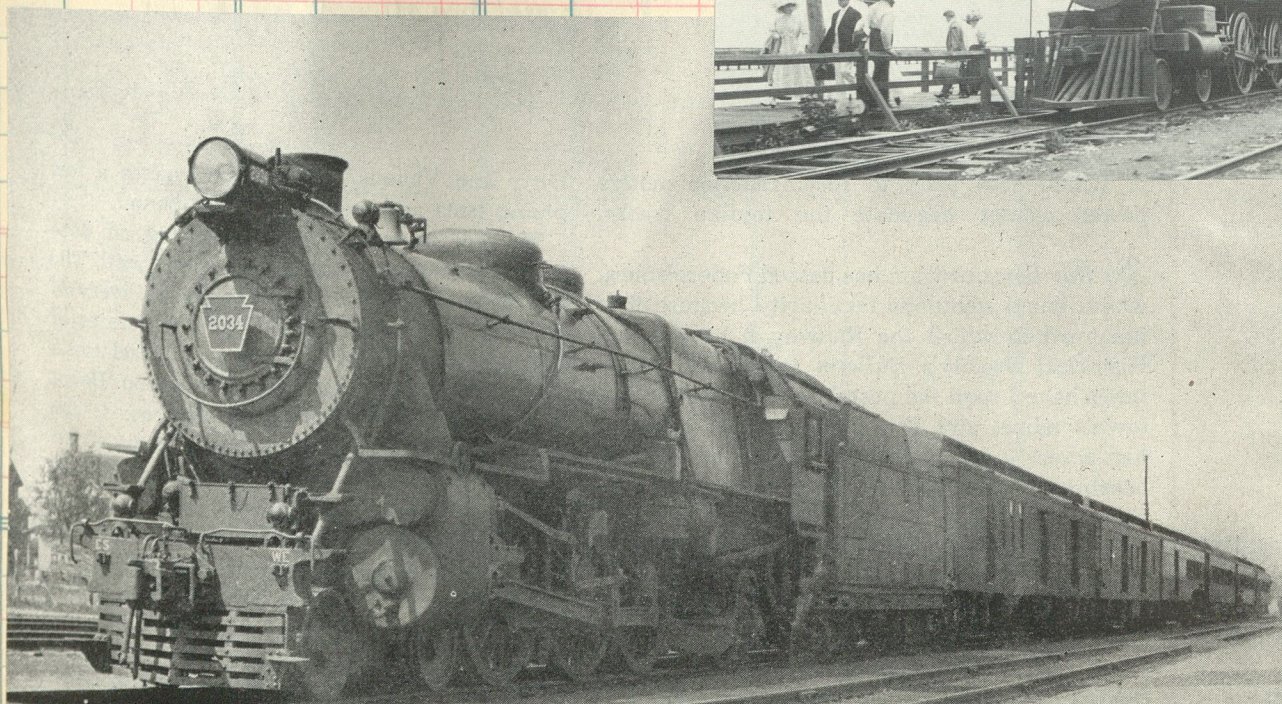


John Lochhead

Top, the Pennsylvania Railroad's graceful *Maryland* glides towards Cape Charles, Va. in this 1940's photo. The 1,369-ton twin screw passenger steamer was built for the New York, Philadelphia & Norfolk Railroad in 1907 and was retained until 1950 by the PRR. Above, probably the best known PRR steamer in recent times was the 1,506-ton twin screw *Elisha Lee* which was the former *Richard Peck* acquired during World War II from the Fall River Line (a NYNH&H subsidiary). Elisha Lee was a vice president and director of the PRR from 1925 to 1935. All PRR steamers in this service were based at Norfolk, Va., and the *Elisha Lee* made her last trip in February, 1953.



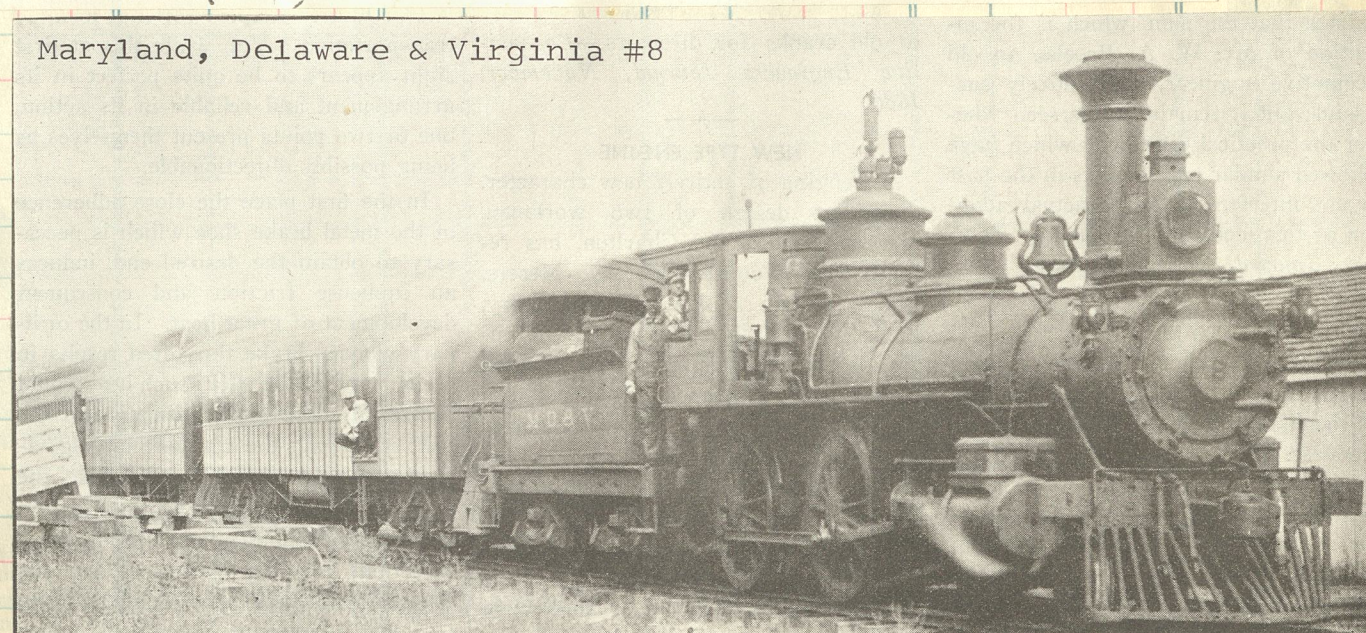
Baltimore, Chesapeake & Atlantic train
at Ocean City in 1895. At right.. A
Baltimore & Eastern departing Ocean
City for Claiborne.



The Del-Mar-Va
Express at
Delmar, Del.



Maryland, Delaware & Virginia #8



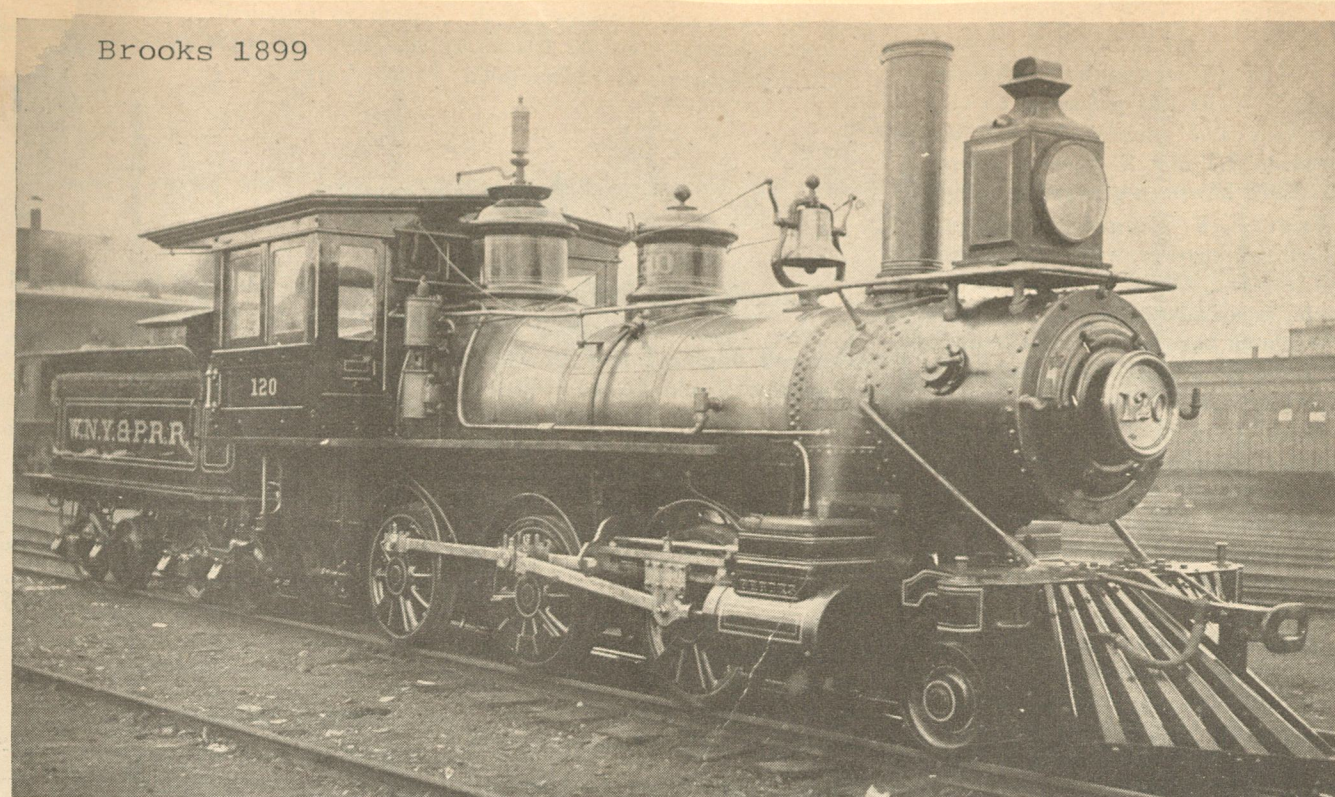
Trn #455 at
Seaford





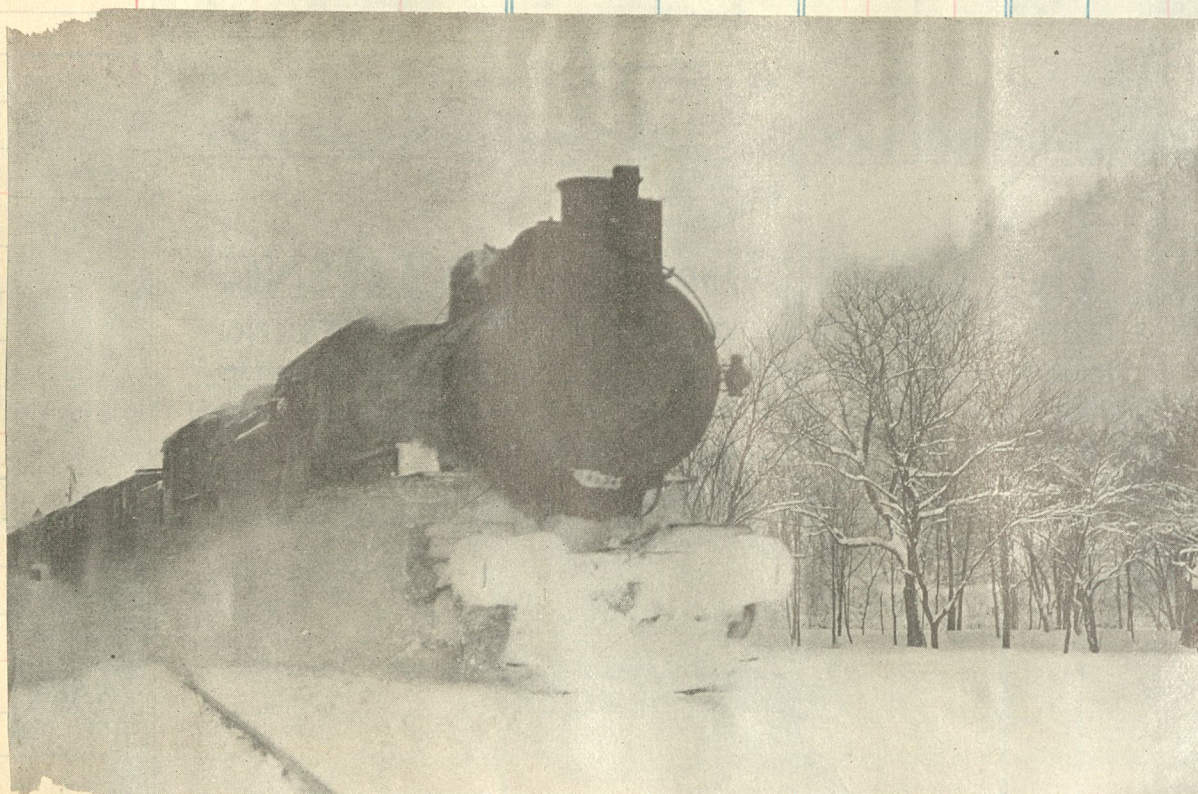
Central System

Sold	Amount	Clos. No.	S
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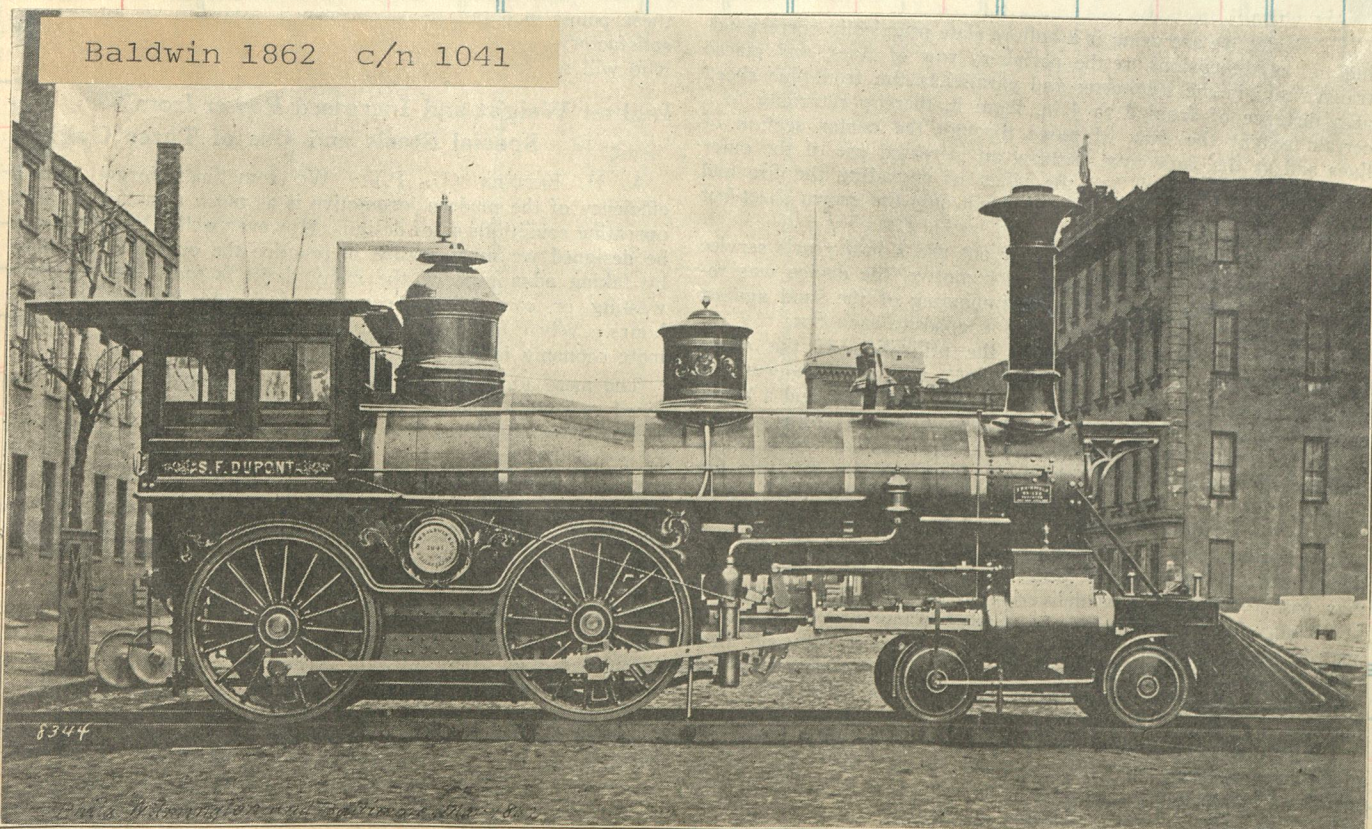
ON THE NARROW GAUGE W. N. Y. & P.
Photograph of old locomotive 120 on this narrow gauge line is owned by Brother W. C. Furlong of Div. 173. The line ran from Olean, N.Y., to Bradford, Pa., over the hill known as Rock City where rock formations still attract tourists. The old depot of the 1880's is still on the hill.



"WHEN WINTER COMES"



Coal dock--Cleveland

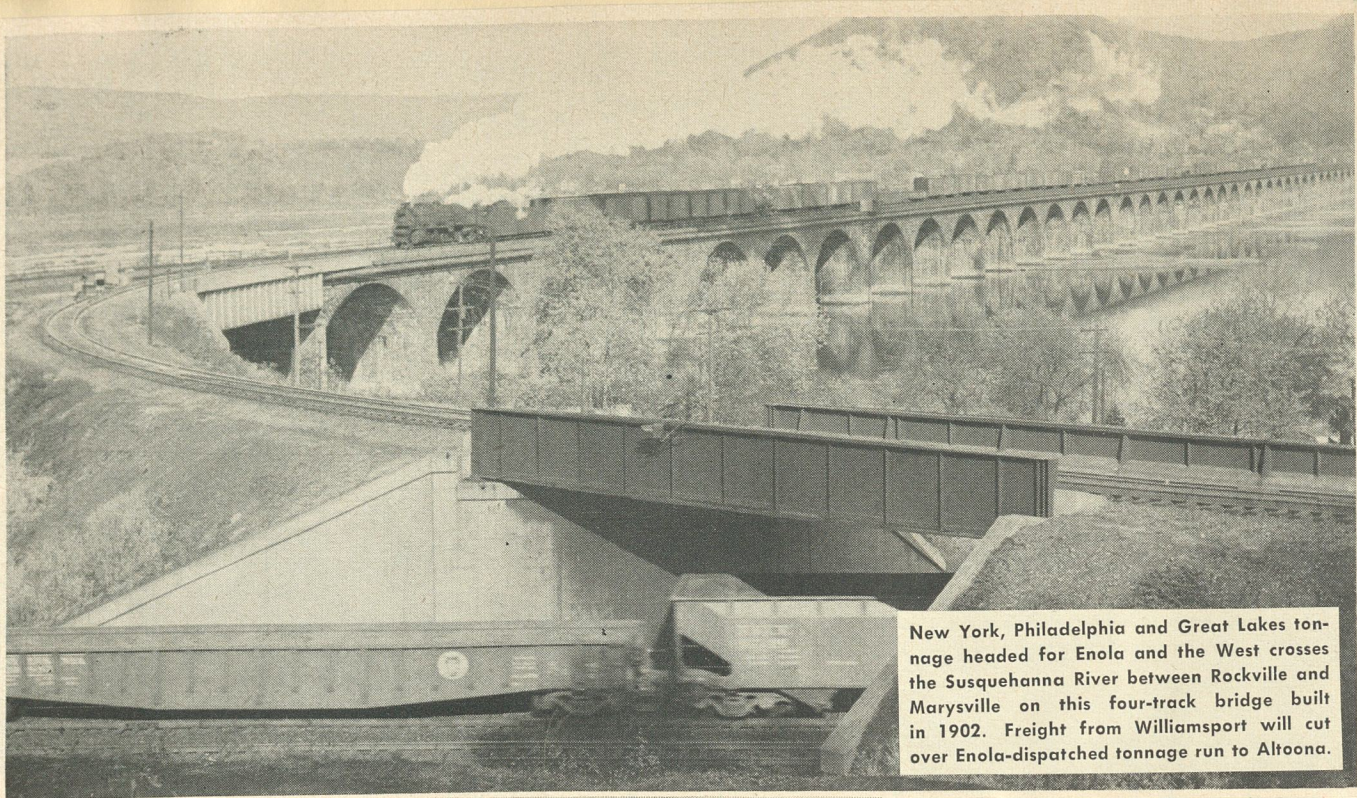


The Latest Word in Freight and Passenger Power on the Philadelphia, Wilmington & Baltimore (Pennsylvania) in 1862

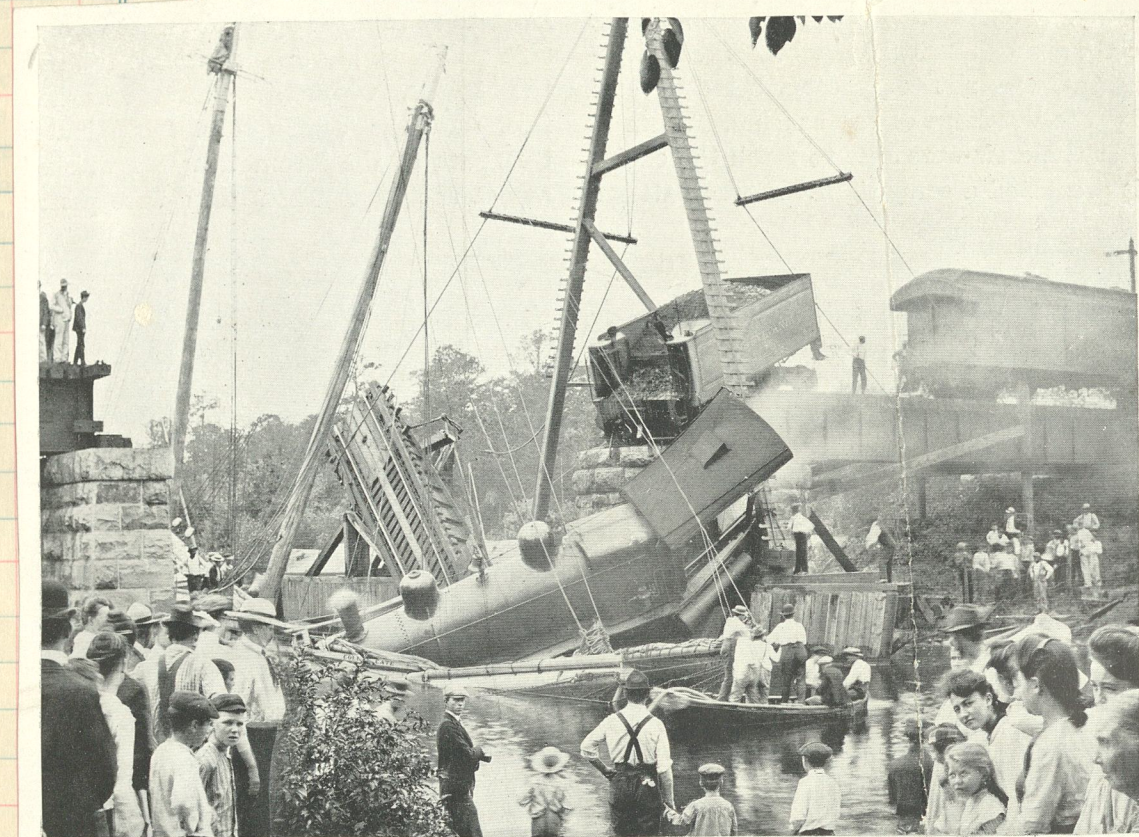


8797, class H-10s Lima 1916
on the transfer run near Chicago Heights

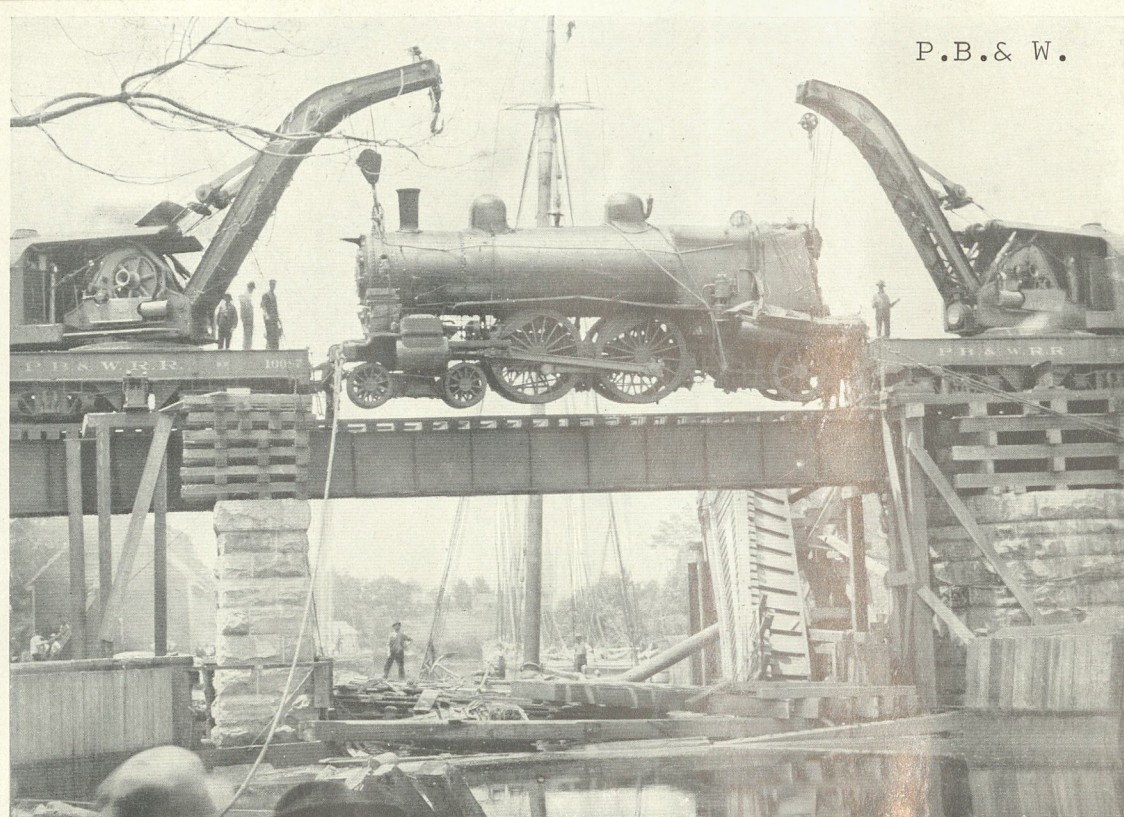
Clos. No. Sels



New York, Philadelphia and Great Lakes tonnage headed for Enola and the West crosses the Susquehanna River between Rockville and Marysville on this four-track bridge built in 1902. Freight from Williamsport will cut over Enola-dispatched tonnage run to Altoona.

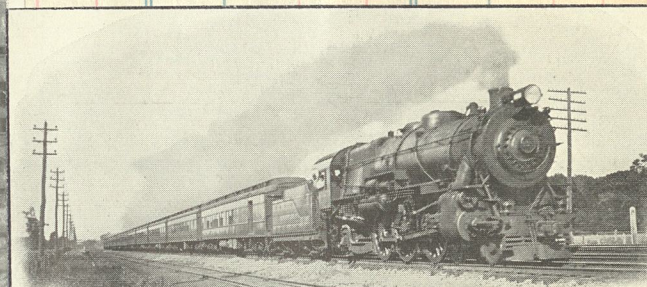


A NASTY SMASH: THE LOCOMOTIVE FELL THROUGH AN OPEN DRAWBRIDGE ON TO THE DECK OF A VESSEL WHICH HAPPENED TO BE PASSING AT THE MOMENT: THE LATTER WAS SUNK BY THE IMPACT.

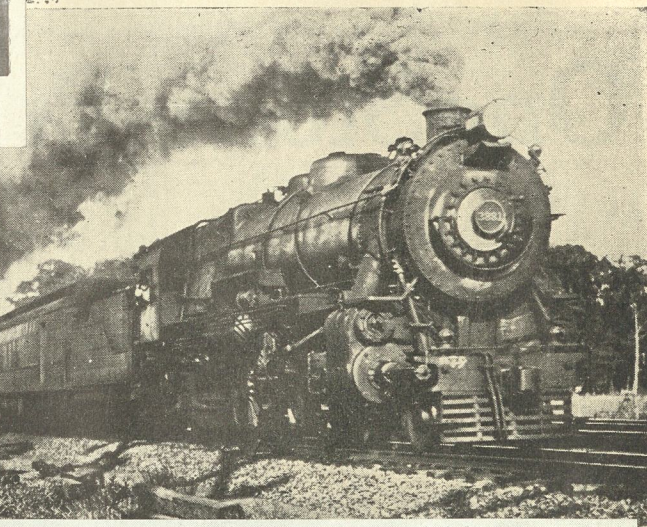


P.B. & W.

THE LOCOMOTIVE LIFTED FROM THE RIVER AND BEING REPLACED UPON A TEMPORARY TRACK BY THE WRECKING CRANES.

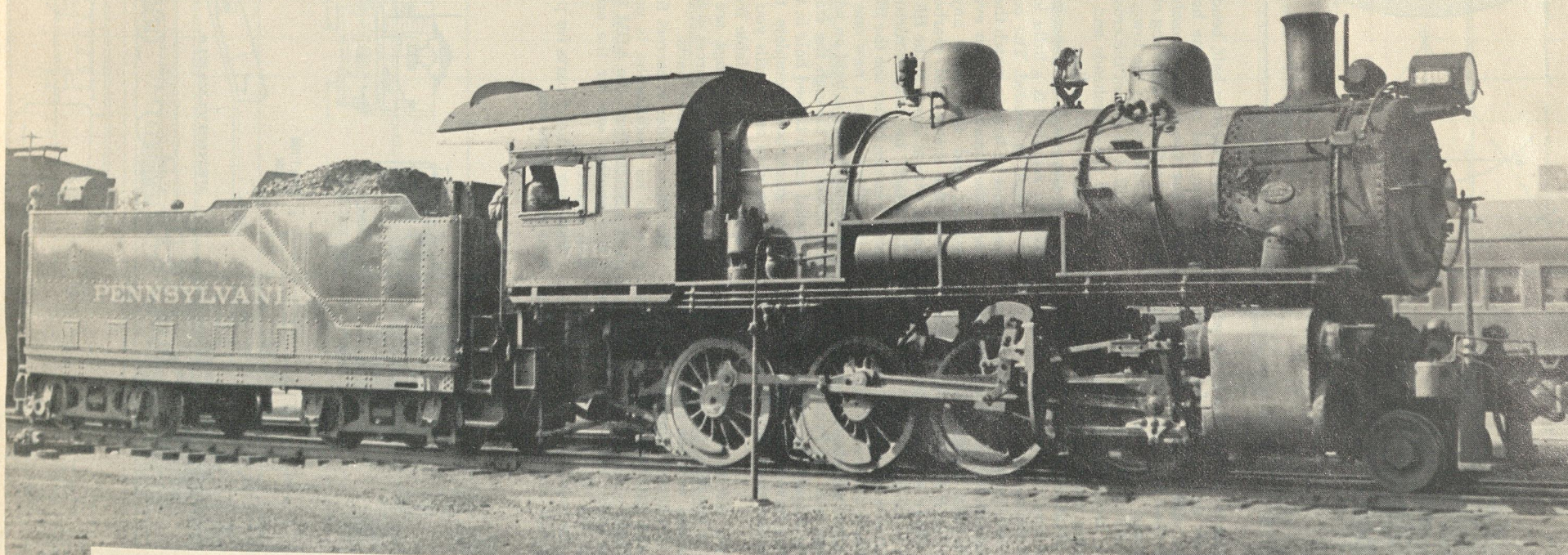


The 5375 with twelve cars, 1,030 tons, passing Torresdale c 1925

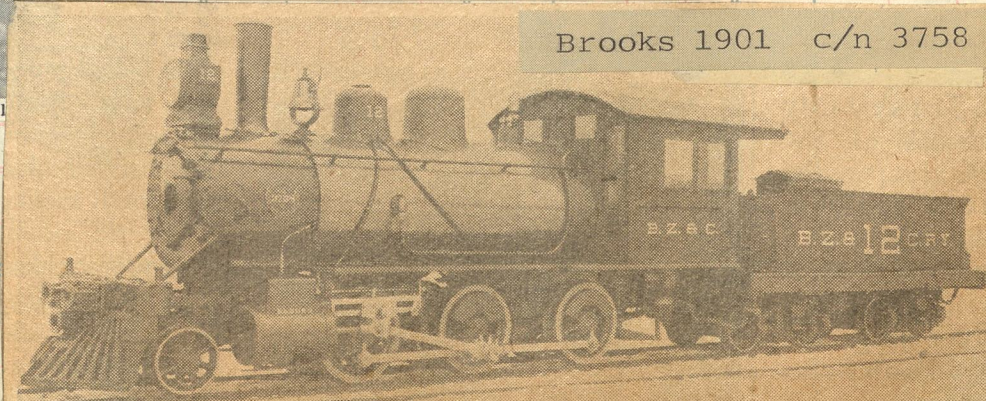
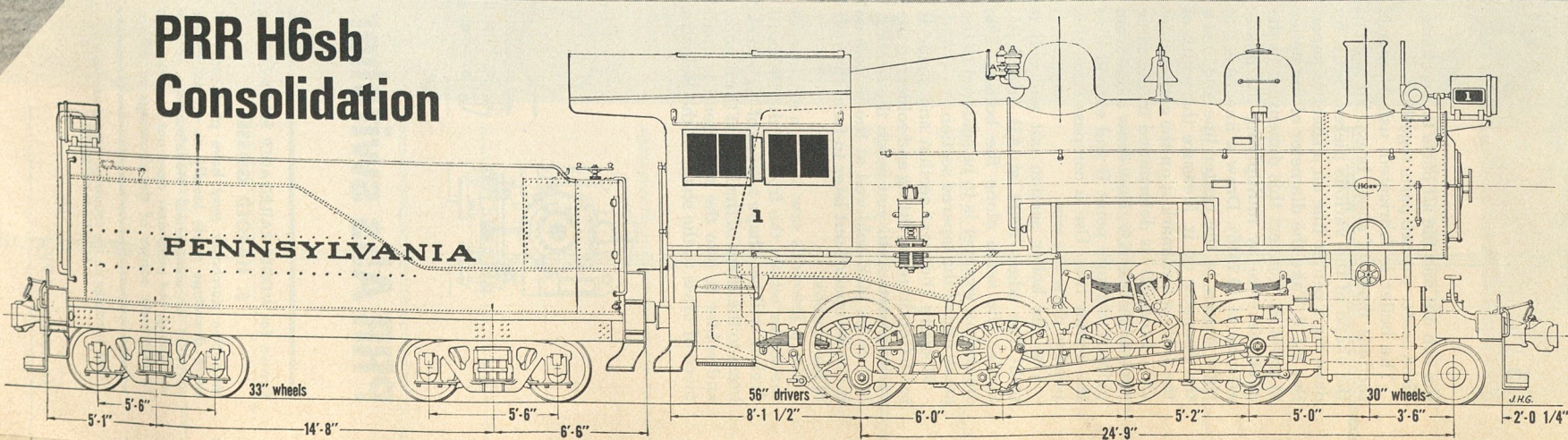


The w/b Broadway Limited, eng 3881, near Andalusia in 1925

#7415 b1t by Pittsburgh 1907, c/n 41670, as #8310
H-6b



Running over the old B & O main line near Washington, D.C. c 1914
foto by C. C. Badger



Brooks 1901 c/n 3758

The old Bent, Zigzagged & Crooked

A Mogul for 3' gauge Bellaire, Zanesville & Cincinnati

6

PENNSYLVANIA STATION



Opened Nov. 1910



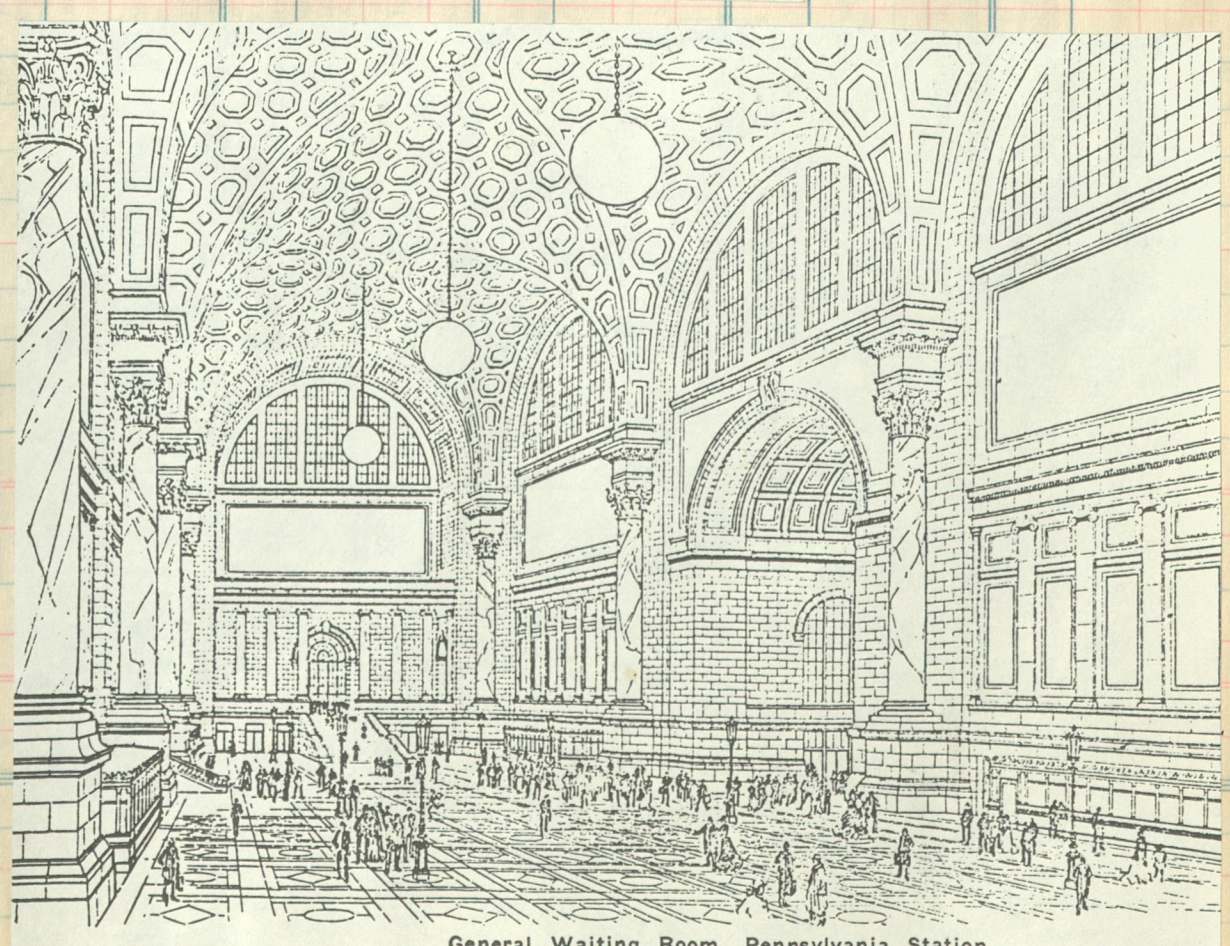
THE MAIN WAITING ROOM OF THE NEW YORK CITY TERMINUS OF THE PENNSYLVANIA RAILROAD.

Pennsylvania Station, New York City, 1943.



THE MAGNIFICENT NEW YORK CITY TERMINUS OF THE PENNSYLVANIA RAILROAD. The building covers a huge block 788 feet 9 inches long by 799 feet 11 1/4 inches deep. The 21 roads are 36 feet below the street level.

Busiest railroad station in the United States. . . . Handled 109,349,114 passengers during 1945. . . . 350,000 passengers a day on four railroads, Pennsylvania, New Haven, Lehigh Valley, and Long Island. . . . Building covers 7.5 acres. . . . Track and layout cover 28 acres. . . . Eleven double-side platforms with over 16 miles of passenger tracks. . . . More than 900 trains a day. . . . 3257 Pullman cars and coaches. . . . Four interlocking towers with 4450 signal units control this traffic. . . . All platforms are at train floor height. . . . Main waiting room is 300 feet long, 110 feet wide and 150 feet high. . . . Train concourse is 475 feet long, 125 feet wide and 100 feet high. . . . Total area of concourse, waiting rooms and the various public passages exceeds 170,500 square feet.



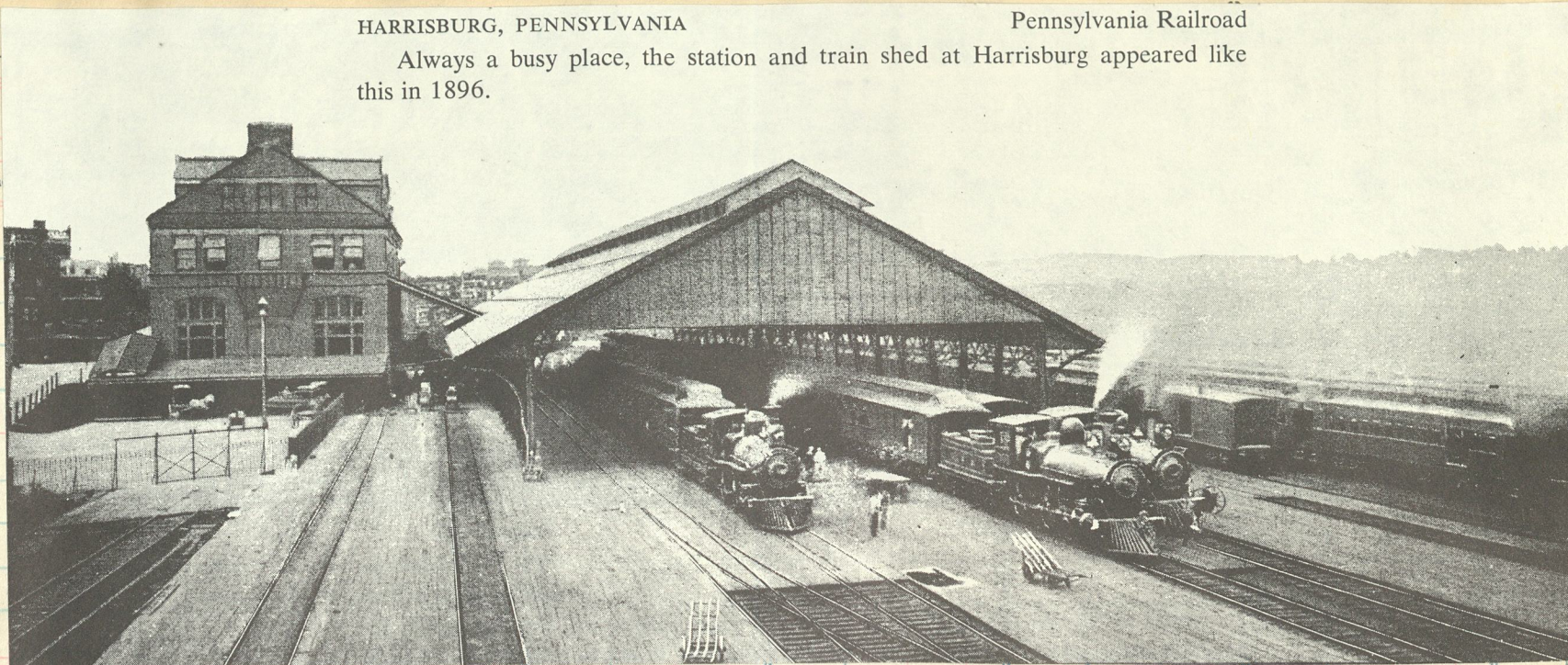
General Waiting Room, Pennsylvania Station.

Sold Amount

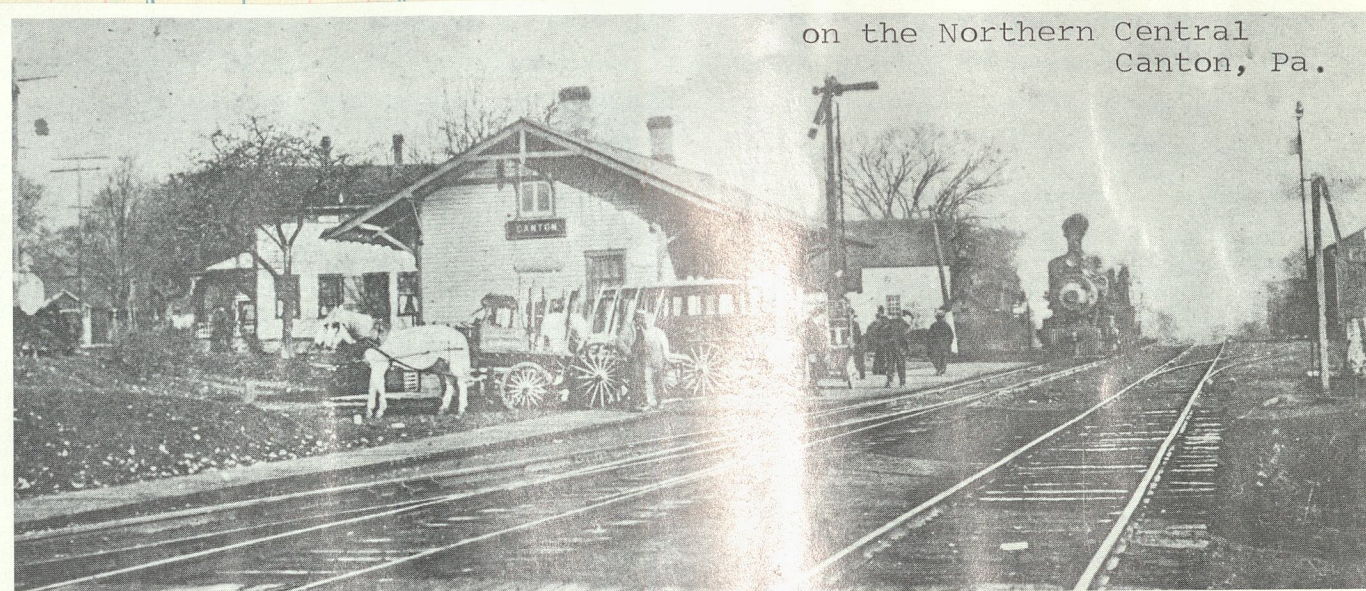


NEW PASSENGER STATION, CINCINNATI, O.

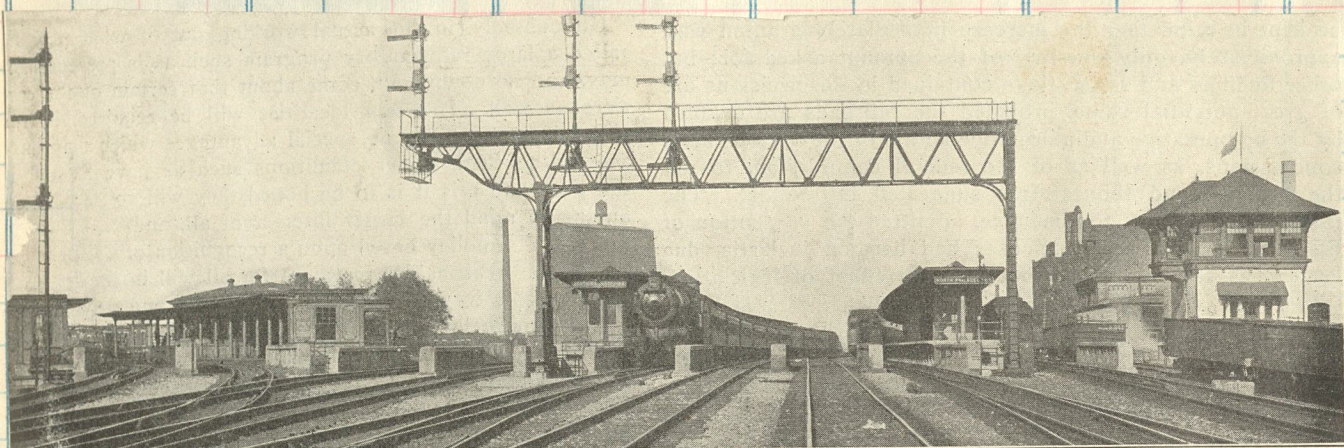
Pan Handle (later Pennsylvania) Station, Pittsburgh, Cincinnati and St. Louis Railway, Pearl and Butler streets, 1880-81.



HARRISBURG, PENNSYLVANIA
Always a busy place, the station and train shed at Harrisburg appeared like this in 1896.

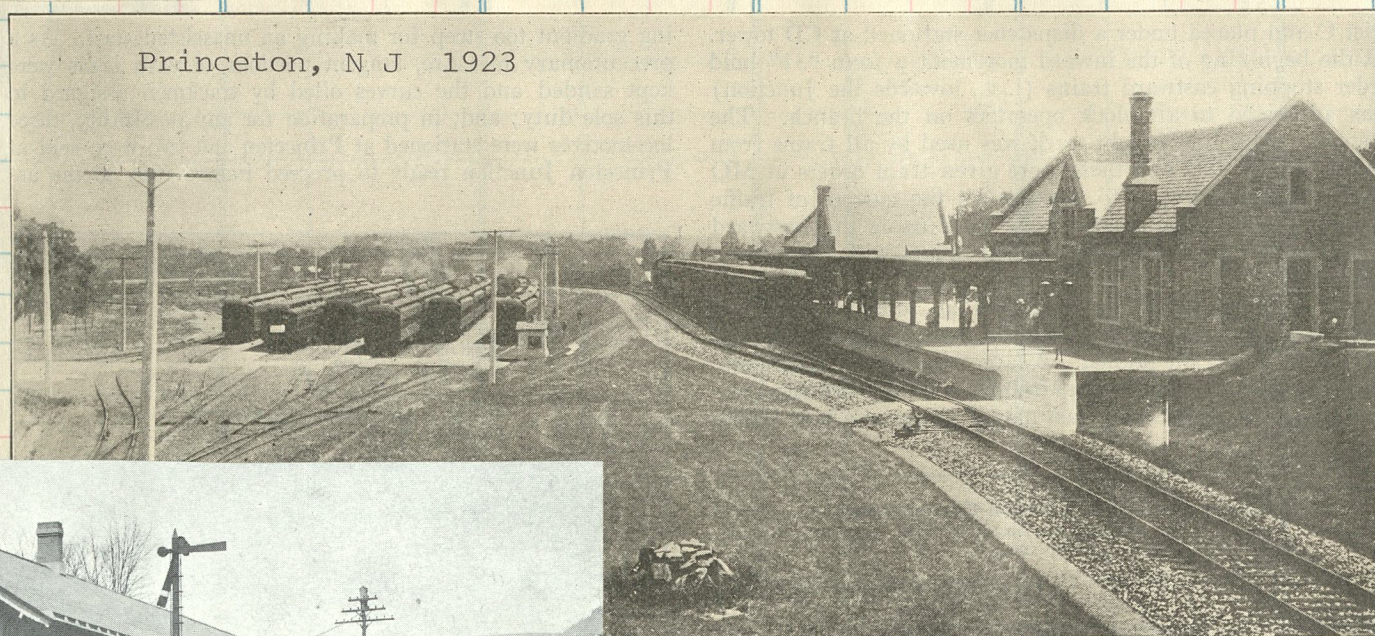


on the Northern Central
Canton, Pa.



C 1915 North Philadelphia Passenger Station and Interlocking Plant—Looking East

o k m



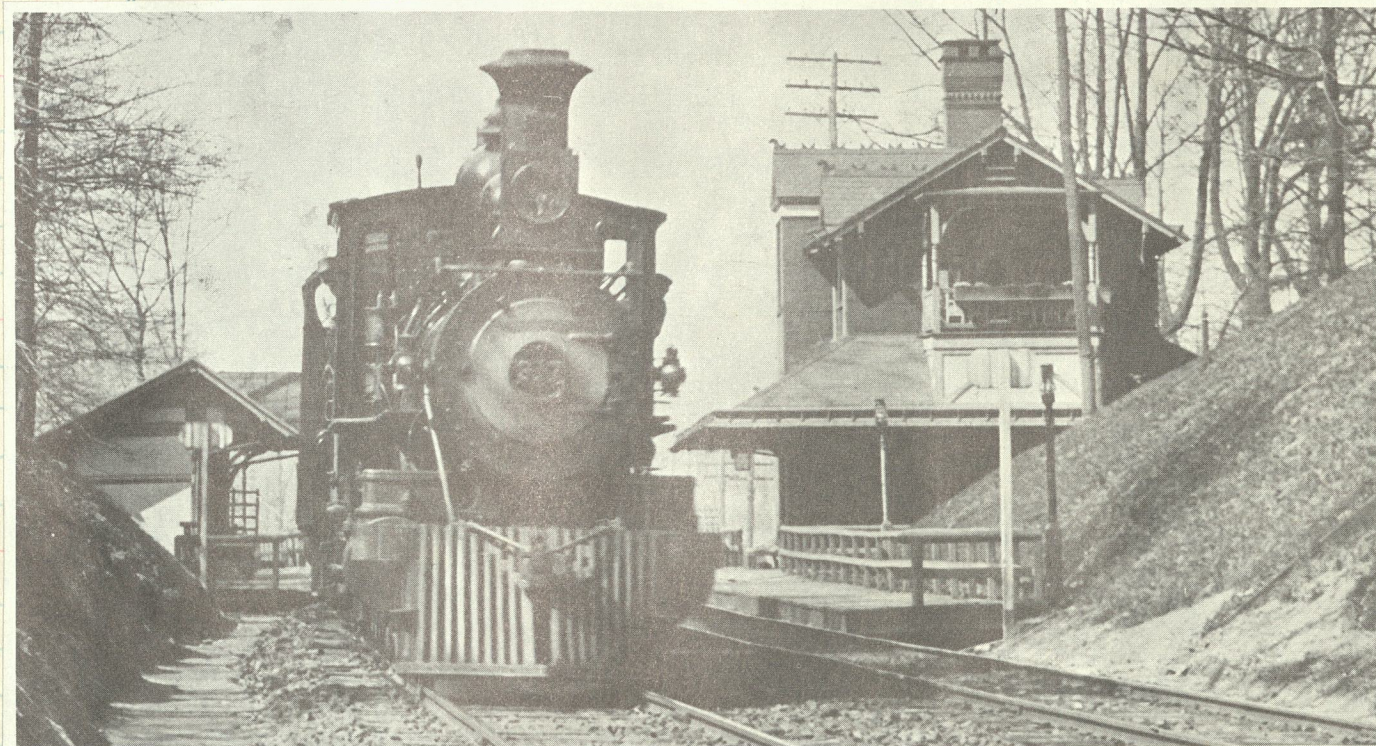
Princeton, N J 1923



Pottstown Pa



Lewistown Junction



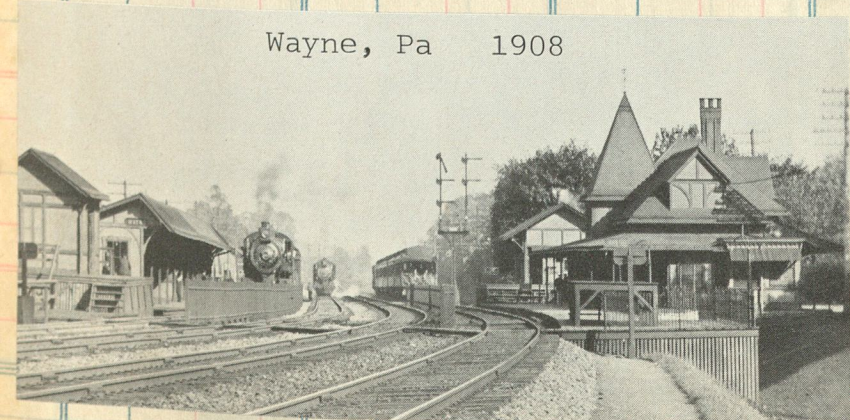
PHILADELPHIA, UPSAL, PENNSYLVANIA

Pennsylvania Railroad

Nine miles from the terminal on the Chestnut Hill Branch is Upsal. This photograph was taken in the 1890s and shows the type of locomotive used then in suburban service, a 4-4-0 of the old P class.



Altoona c 1874



Wayne, Pa 1908



W. W. Atterbury
V.P. of Operations
champion for the M-1's

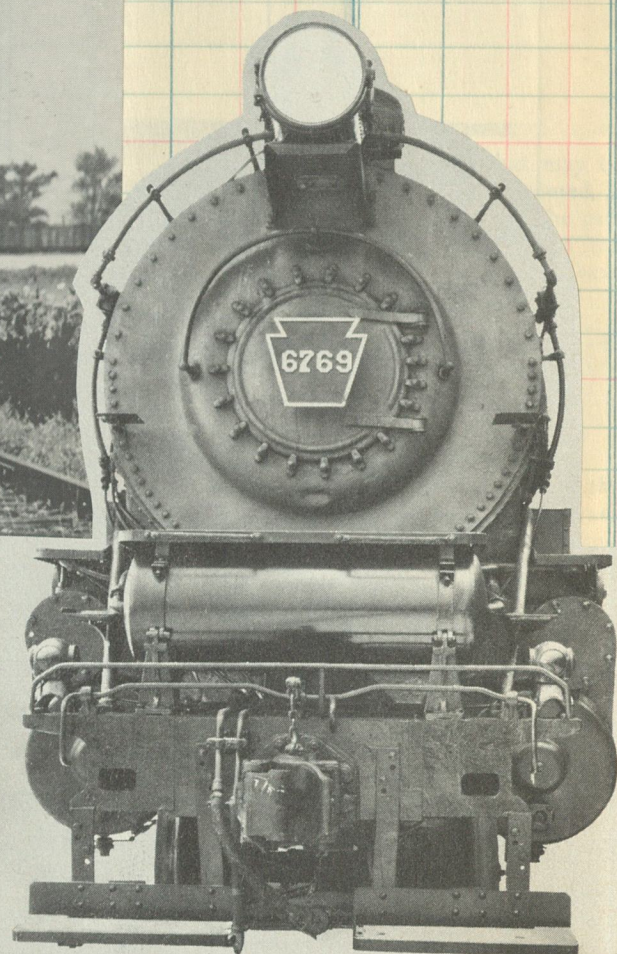


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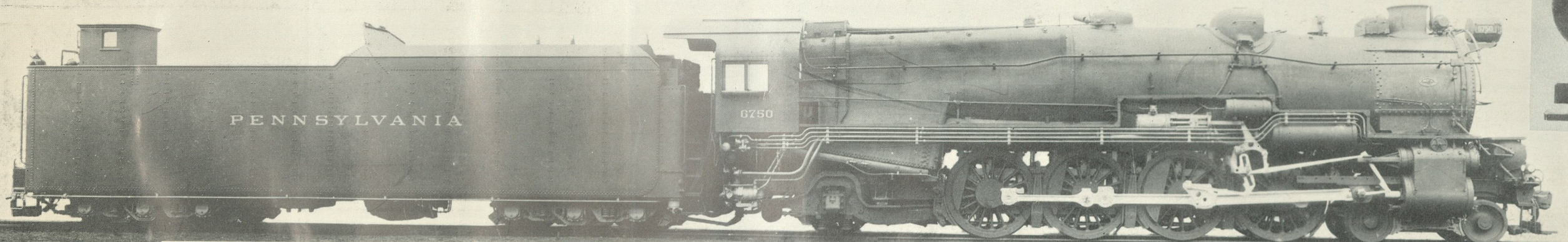
4-8-2



With a noon sun warming the Ohio farmlands, the 6848 drifts up to the plug at Delphos with a westbound merchandiser.



c/n 4219



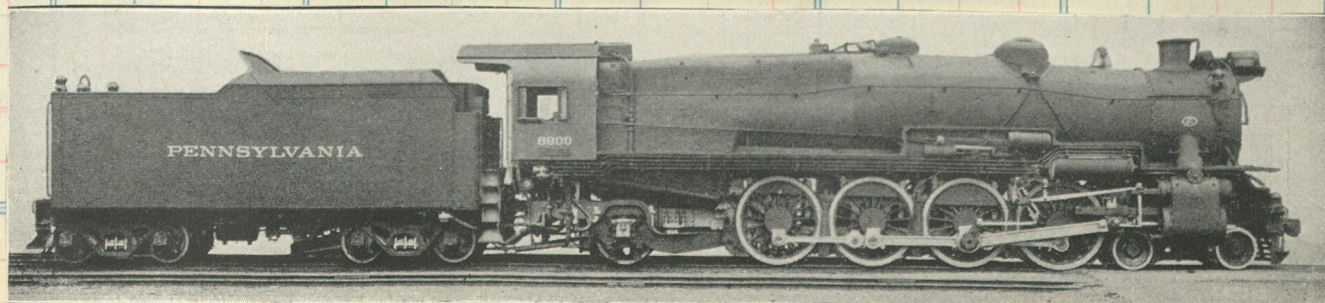
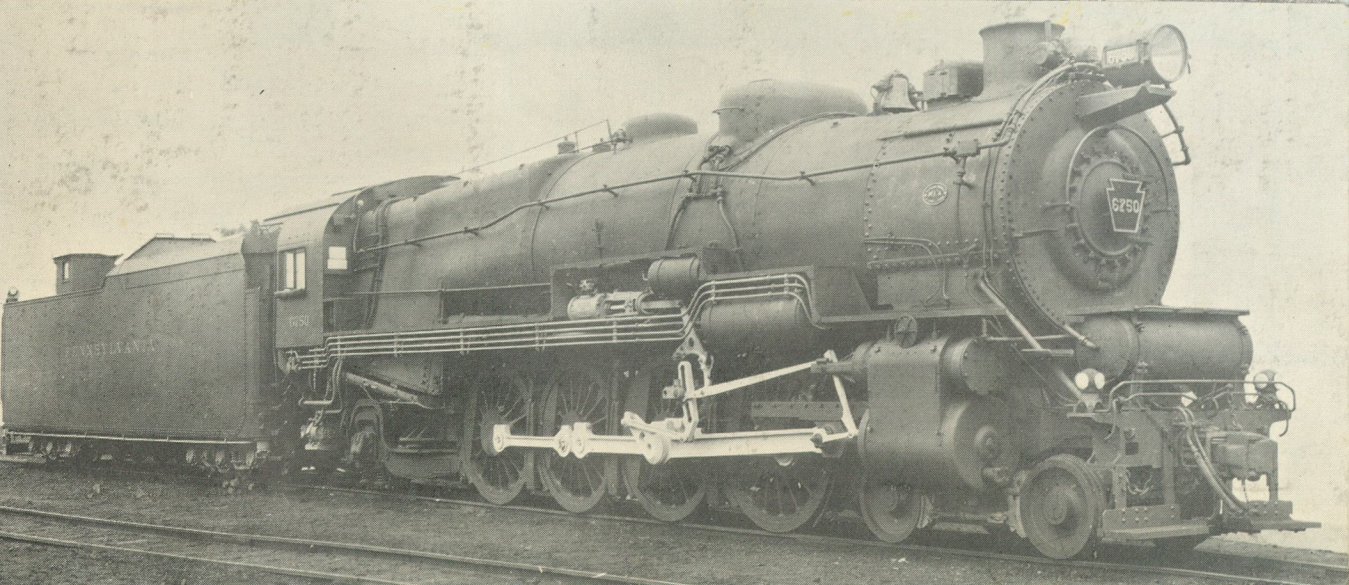
A pair of M-1a's, 6738 & 6795, working tonnage south of Chicago



Class M-1, M-1a and M-1b freight locomotive

Road numbers of this series	6699-6999	Weight on leading truck, lbs.	59,000
Built	PRR, Baldwin, Lima, 1923-1930	Weight on trailing truck, lbs.	60,000
Cylinders, diameter and stroke, in.	27 x 30	Weight of engine and tender, lbs.	768,360
Diameter of drivers, in.	72	Grate area, sq. ft.	69.86
Tractive power, lbs.	64,550	Evaporative heating surface, sq. ft.	4698
Boiler pressure, lbs. per sq. in.	250	Superheater heating surface, sq. ft.	1634
Total weight of engine, lbs.	390,000	Tender capacity: Tons of coal	31.5
Weight on drivers, lbs.	271,000	Gallons of water	22,090

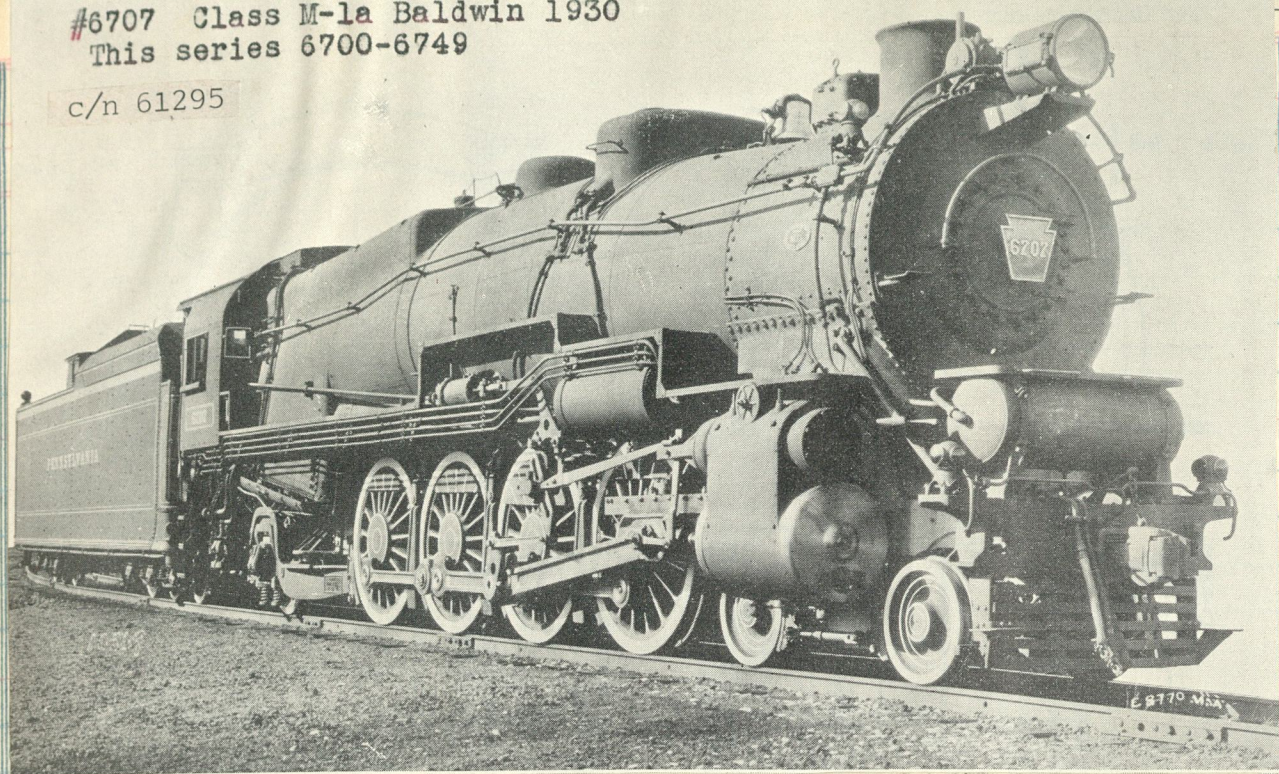
Class M-1 Nos 6699 and 6800 thru 6999.
6699 blt at Juniata 1923; 6800-6974 by Baldwin 1926,
6975-6999 by Lima 1926.
Class M-1a Nos 6700-6799
6700-6749 by Baldwin 1930
6750-6799 by Lima 1930
* **Class M-1b** Nos 6700, 6713, 6732, 6733, 6744, 6751,
6755, 6762, 6776, 6780, 6783, 6787, 6794, 6795,
6796 and 6799.



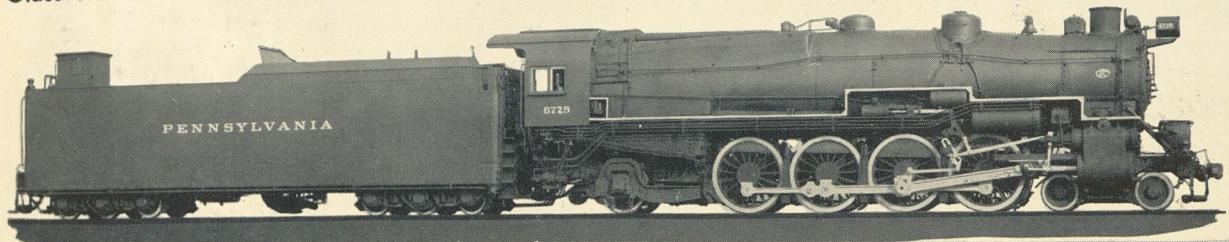
Pennsylvania Railroad Class M-1 Locomotive as originally built.
Weight of locomotive, 385,000 lb.; tender capacity, 11,000 gal. water and 35,000 lb. coal

Baldwin 1926
c/n 59340

#6707 Class M-1a Baldwin 1930
This series 6700-6749
c/n 61295



Class M-1-a



Renoed 6699

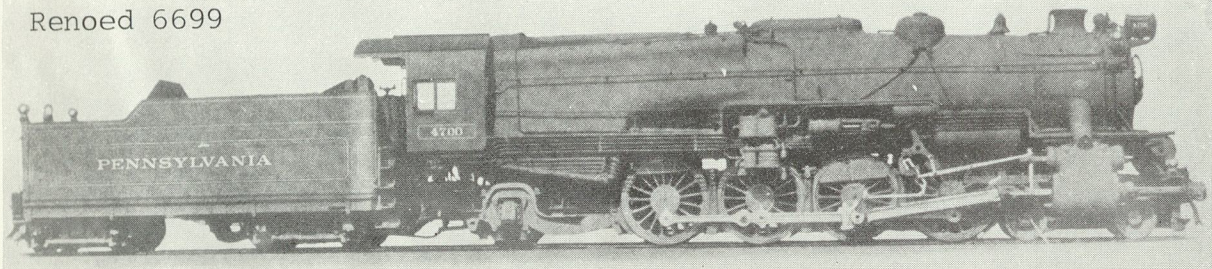
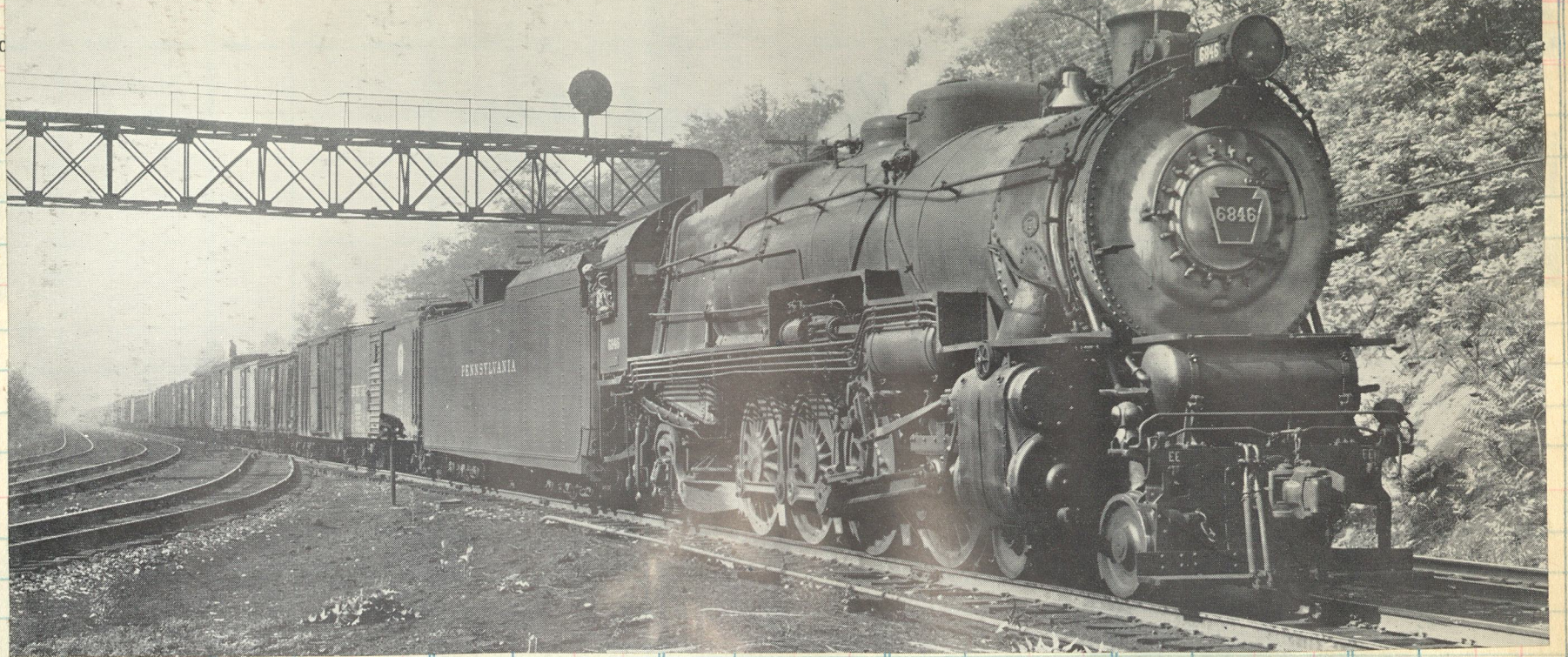


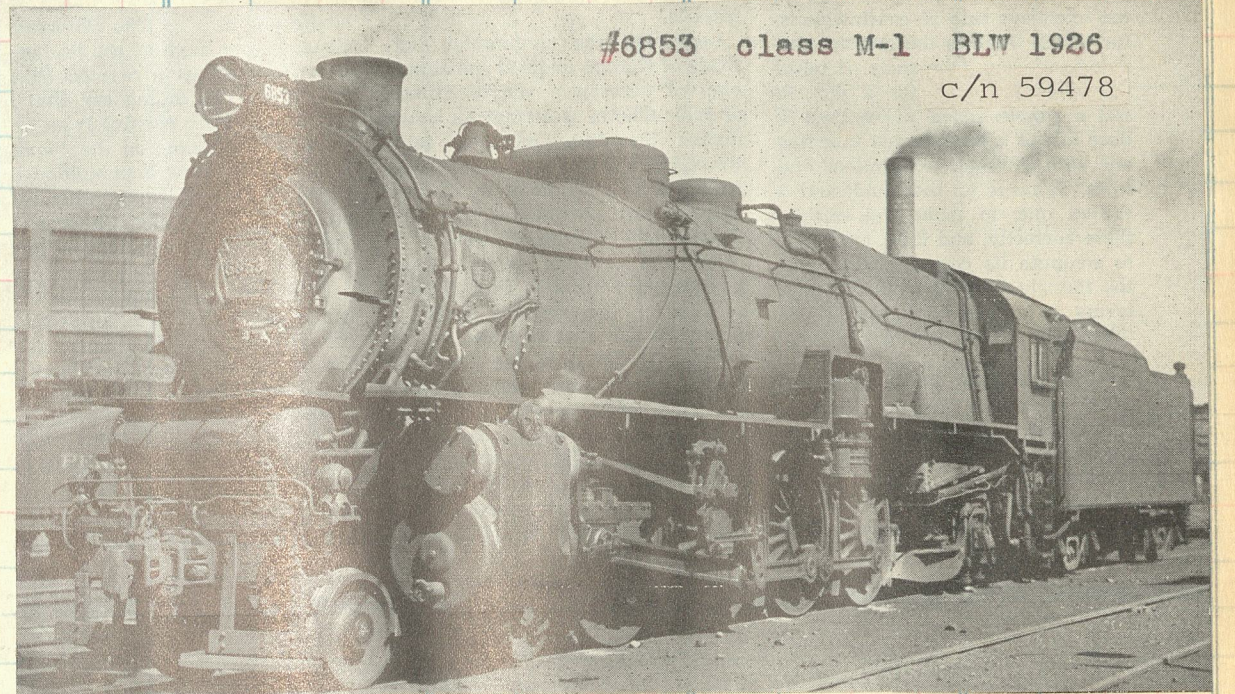
Fig. 32. No. 4700. Pennsylvania Rail Road. Class M1 4-8-2 Type. Built by Pennsylvania R. R. at Juniata Shops, 1923. Builder's No. 3819. The first Mountain (4-8-2) type locomotive on the Pennsylvania R. R.

Arriving in the early morning mist, the 6846 nears her terminal at Pittsburgh hauling a full consist of train LCL-1, the fast overnight merchandise from New York.

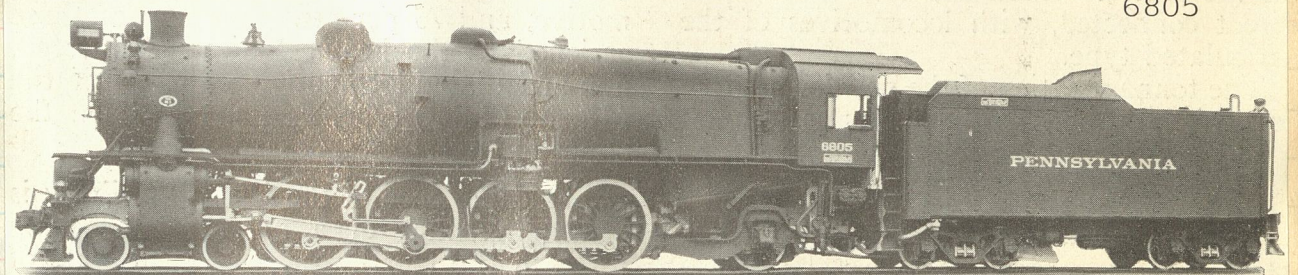


39

#6853 class M-1 BLW 1926
c/n 59478



6805



c/n 59361

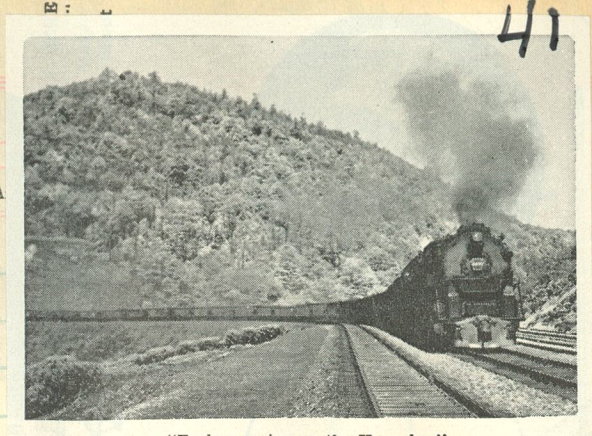
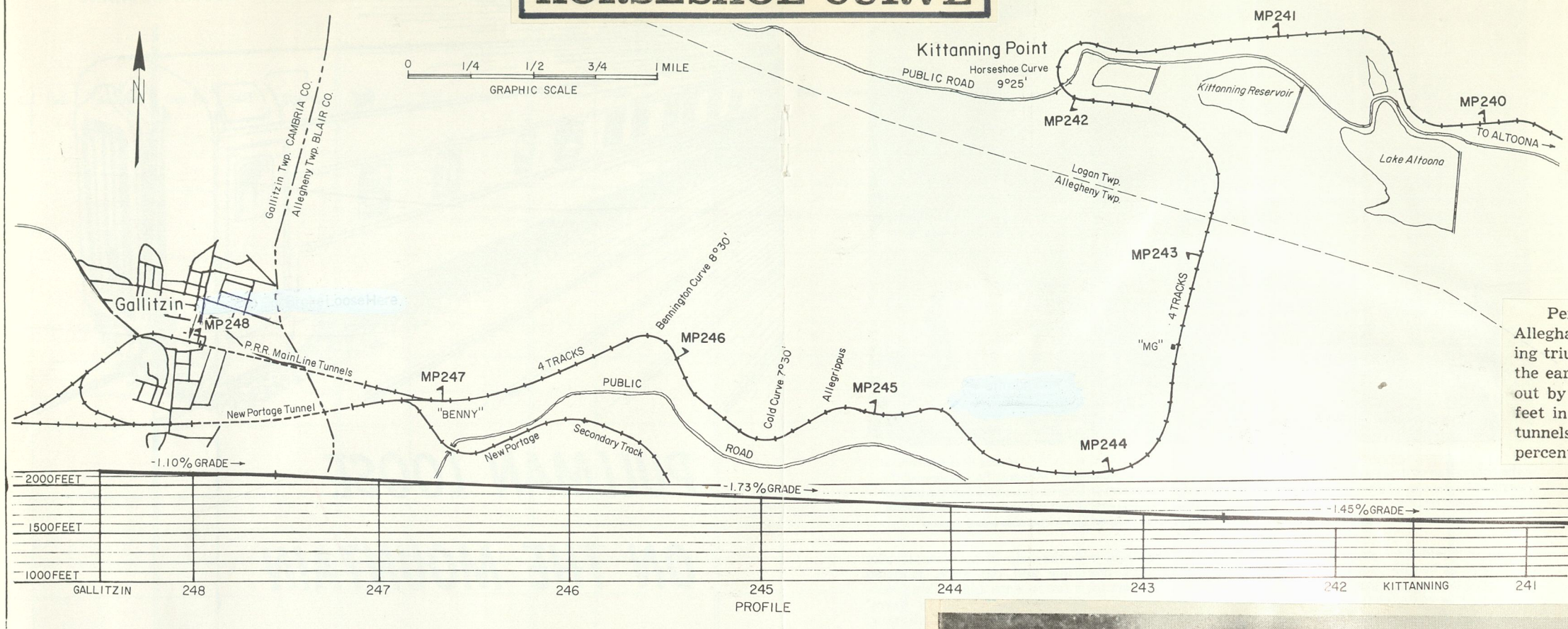
Pennsylvania Railroad Mountain Type Locomotive, 1926
175 of these locomotives are now under construction at our Works



The hogger has his big LIMA (6898) in 'overdrive' as they roar along the main line near Duncannon, Pa. with 79 cars in December 1954.

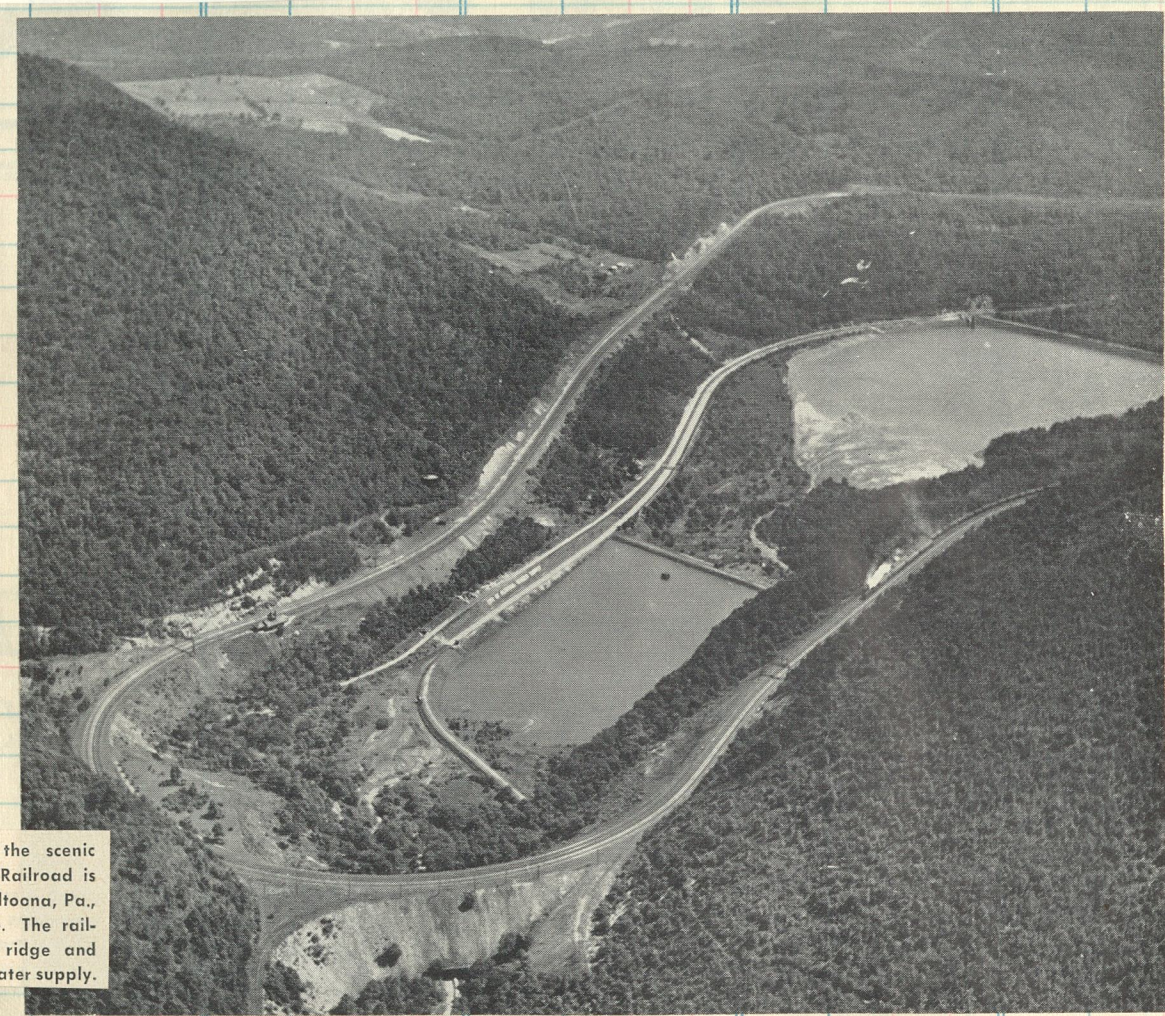


HORSESHOE CURVE



"Early morning on the Horseshoe"

Pennsylvania's multiple-tracked, east slope ascent of the Allegheny Mountains is still considered a brilliant engineering triumph, even though original construction dates back to the early 1850's. Westward from Altoona, the route staked out by J. Edgar Thomson and Herman Haupt, climbs 1,015 feet in eleven miles to burrow through a trio of adjacent tunnels at Gallitzin summit. Average gradient is nearly 1.8 percent.



The most famous of all the scenic spots on the Pennsylvania Railroad is Horseshoe Curve, west of Altoona, Pa., on the four-track main line. The railroad hugs the side of a ridge and winds around the Altoona water supply.



PRE-K4 DAYS: In May 1913 a pair of Pacifics aided and abetted by a 4-4-2 wheel past Kittanning Point on Horseshoe Curve as they overtake a drag with Pennsy's No. 25, the extra-fare Chicago-bound Metropolitan Special. Alas, there were no automatic stokers back then.

No. 45-15, THE METROPOLITAN
(Philadelphia-Pittsburgh Section)
Sleeping Car.....Pittsburgh to Chicago (12 Sec., D-R.)
(Via Youngstown).
Parlor Cars.....Philadelphia to Pittsburgh (D-R.).
Washington to Pittsburgh.
Washington to Harrisburg (Cafe).
Dining Car.....Philadelphia to Pittsburgh.
Cafe Car.....Washington to Harrisburg.
Coaches.....Philadelphia to Pittsburgh.
Washington to Pittsburgh.
Pittsburgh to Chicago (Via Youngstown).

#45 the "Metropolitan"



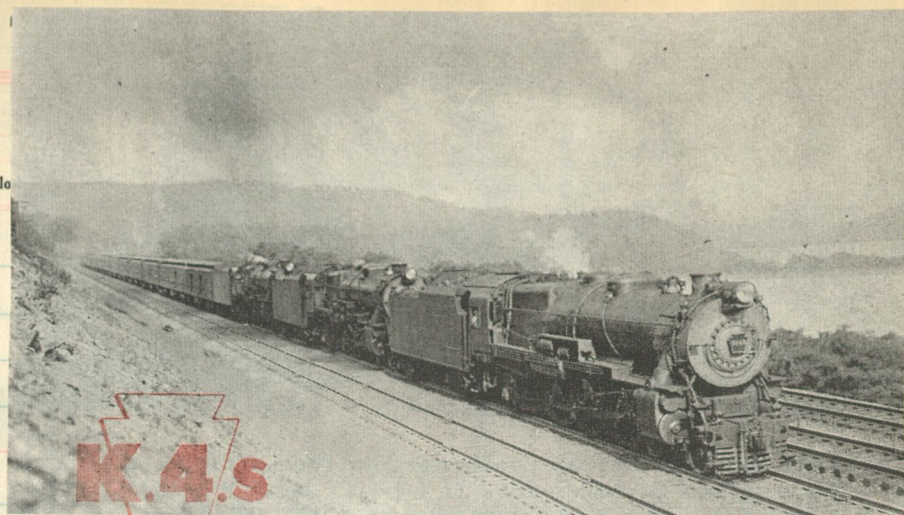
Grif Teller 1935



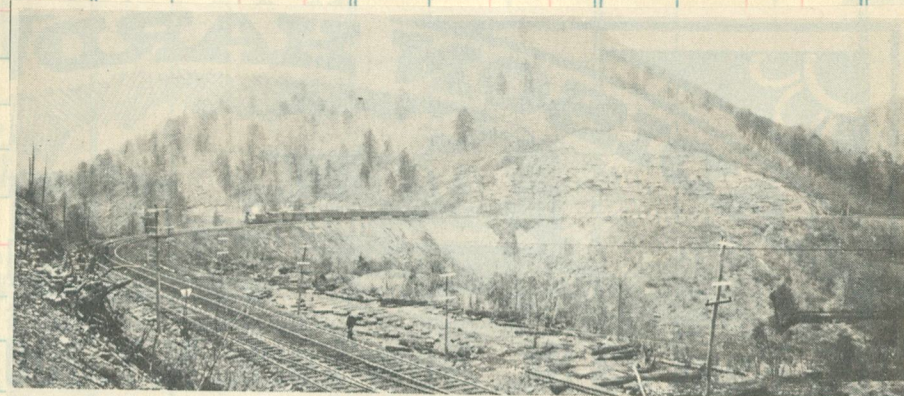
Railroad Photographs, by H. W. Pontin.

Both ends of Horseshoe Curve in one unusual photo.

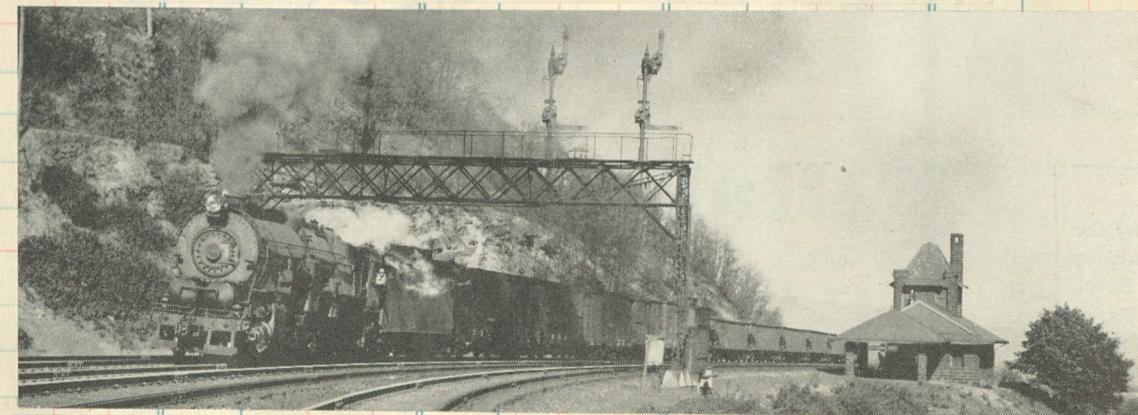
The signal bridge just west of Kittanning Point station was the vantage point for this view of Burgoon's Run, about which the Pennsy's four-track main line winds to make Horseshoe Curve. Both calks of the horseshoe are in the photo. Notice the eastbound (downgrade) freight train at upper right and the water spouts between the tracks at the left where the line curves around Kittanning Point toward Altoona. The curve itself is behind the cameraman. The water is in City of Altoona reservoirs.



GLORY DAYS in the Alleghenies as a tripleheader of K4's lifts the Metropolitan Express up to Horseshoe Curve on a September afternoon back in 1928.



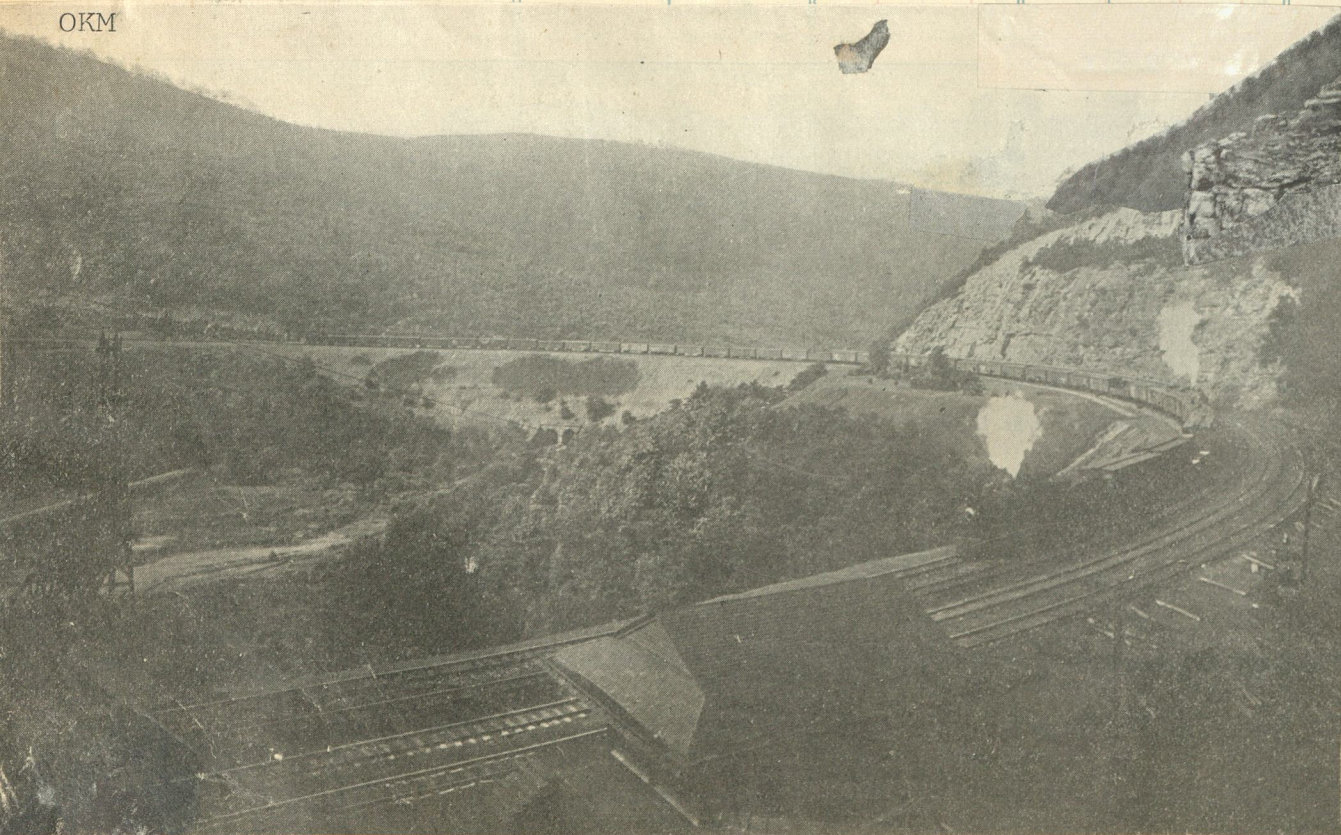
Long before Horseshoe Curve was four-tracked, this view was taken looking at cut adjacent to present-day site of tourist center and the display of a Pennsylvania K-4s. Even then the Curve was well known.



Heading into the Horseshoe, the 6893 whips past Kittanning Point with a westbound Pittsburgh local.

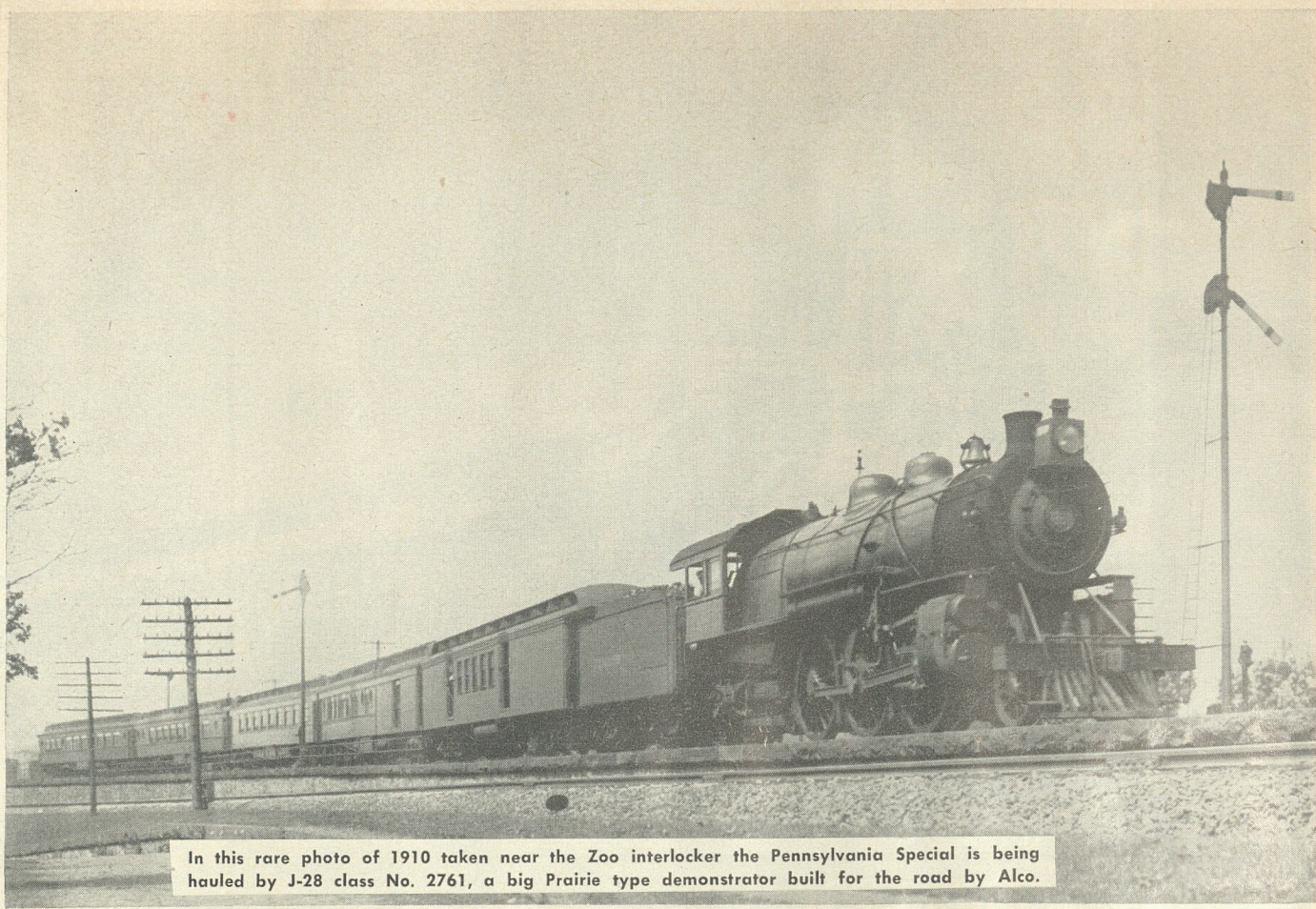
With sanders open M-1a 6763 crawls thru Horseshoe

OKM



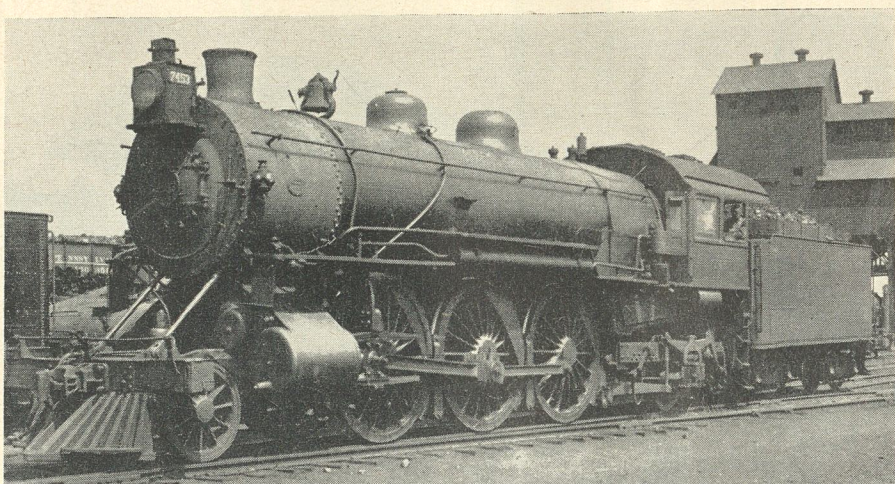
Eastbound trains-c 1915



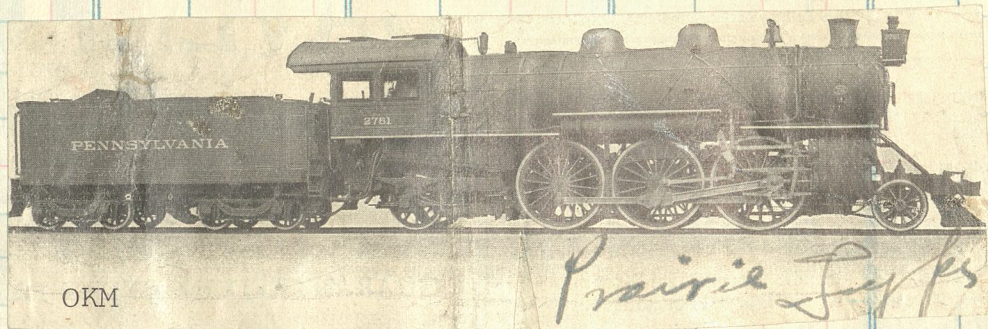


In this rare photo of 1910 taken near the Zoo interlocker the Pennsylvania Special is being hauled by J-28 class No. 2761, a big Prairie type demonstrator built for the road by Alco.

Gottfried Heibesen, collection of Thomas C. Tenneswood.



No. 7453, one of two Pennsylvania Railroad Prairie-type locomotives, at Fort Wayne, Ind., in 1912.



OKM

Prairie Type

#2761	J-28	c/n 31247	Schenectady 1905
#7453	J-28	c/n 37776	Schenectady 1905



"J" Tower was located at Lemoyne, Pa and built about 1885. Closed in 1983 and soon afterward was moved to the Strasburg R.R.

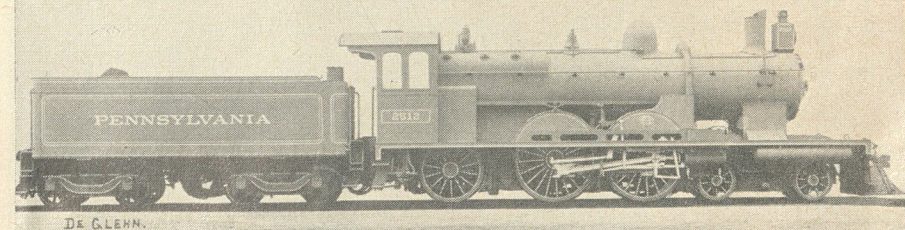


"J" Tower

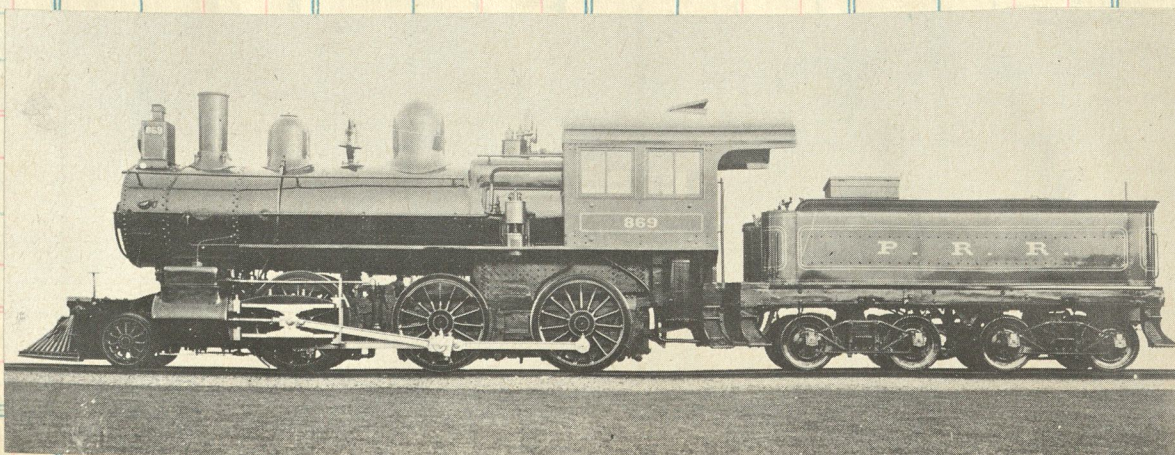
A scene that could be dated 1905 but actually eight decades later at Strasburg, Pa.

FRENCH COMPOUND

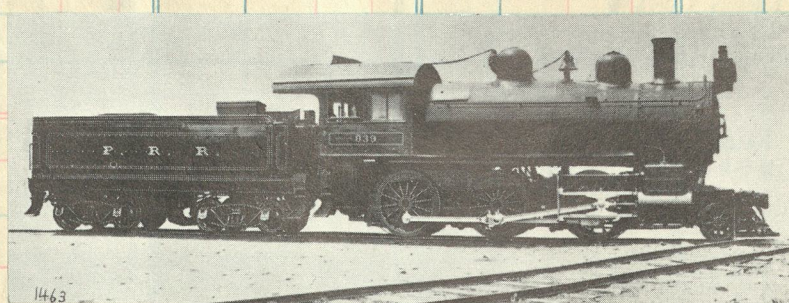
In 1904, the Pennsylvania came down with the prevalent compound fever and ordered a de Glehn System Atlantic from the Societe Alsacienne de Constructions Mecaniques, Belfort, France. Similar to Paris & Orleans 4-4-2's, No. 2512 was assembled in Altoona and fitted with a pilot and tender water scoop. Displayed on the Louisiana Purchase Exposition test plant in St. Louis, the experiment also ran road trials. Ultimately she proved too light, was scrapped in 1912.



DE GLEHN



#869, a compound built at Juniata 1895
Class F-2 c/n 362



One of 75 Moguls built by Baldwin 1901
#839 F-3 c/n 18971

SELLER
DATE
FORM

DESTINATION	Amt.	Com.
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PENNSYLVANIA RAILROAD CARRIES 19% OF ALL PASSENGERS IN AMERICA

No.	Sold	Amount	Clos. No.	Sold	Amount
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Double heading on the Pennsy was a common practice. This one is near Mt Union, Pa.



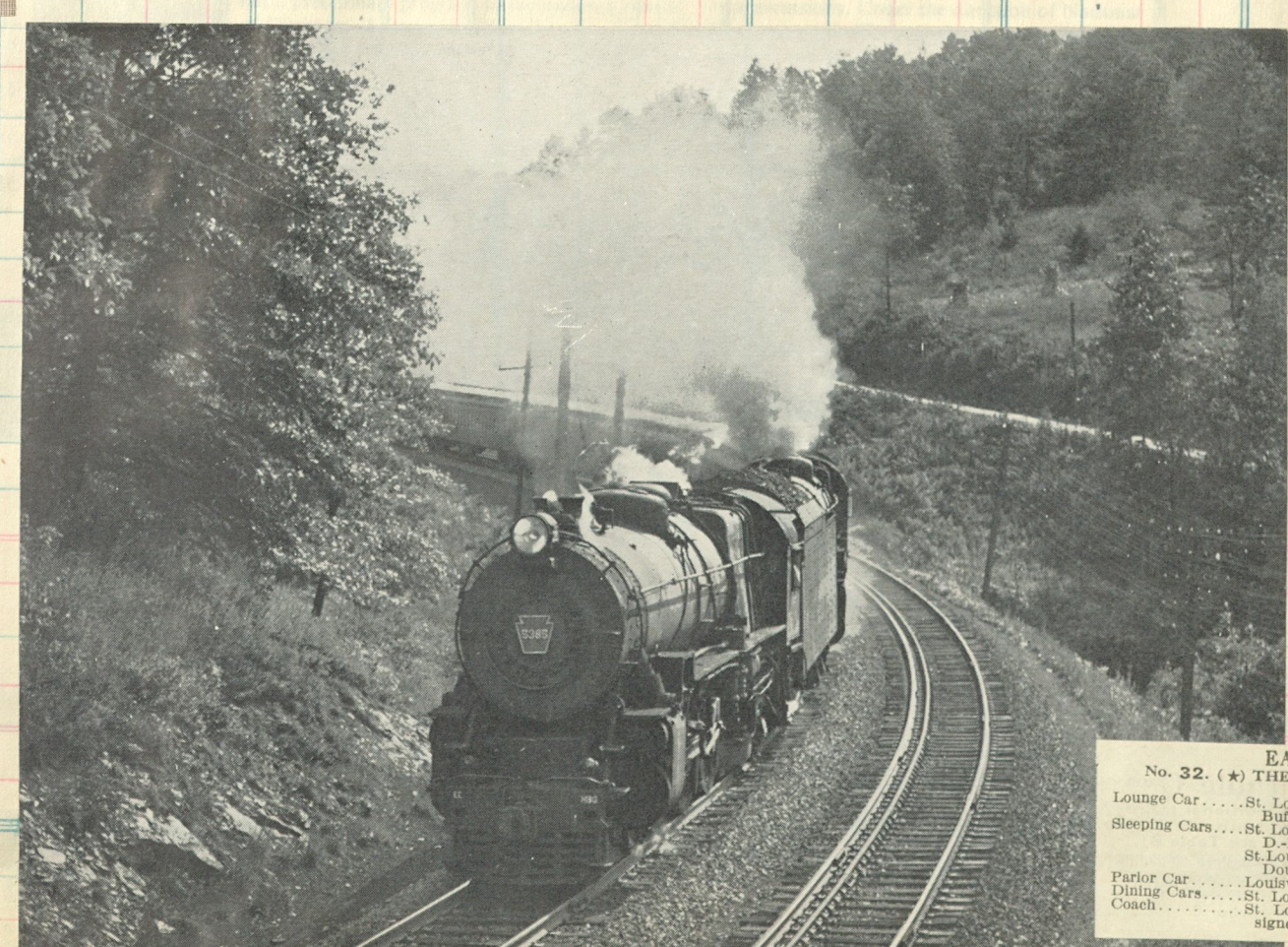
"ON TIME"
Industrial calendar (1932) Griff Teller



PRIDE OF THE PENNSY is a 1980 PRR-format calendar commissioned by Ken Murry in honor of artist's 80th birthday.



The Northern Central between Baltimore and York was a line of sharp curves and stiff grades. This K-4 is finding that to be a fact.



EASTWARD
No. 32. (★) THE ST. LOUISAN—via Dayton.
(Daily)
Lounge Car St. Louis to Washington (3 Comp., D.-R., Buffet)
Sleeping Cars St. Louis to Washington (8 Sec., 2 Comp., D.-R.)
St. Louis to Washington (10 Roomettes, 5 Double Bedrooms)
Parlor Car Louisville to Indianapolis (D.-R., Buffet)
Dining Cars St. Louis to Washington
Coach St. Louis to Washington (Regularly assigned car—Individual Reclining Seat).

Trn #32 screeches thru a binding curve approaching the summit near New Freedom, Pa.



Chicago commuters in transit



Trn #68 departing Chicago-1940



A westbound 'Washington Express' zips thru Bayway, N. J. May 10, 1931
Photo by Ed May



'Standard Operating Procedure' Tandem K-4's racing thru Valpariso, Ind. with seventeen cars.



On the N.Y. & L.B.



The 1120 departing South Amboy with 16 coaches.

Rail Photo Service: Don Wood.



The coal dock at Effingham, Ill., 100 miles east of StLouis

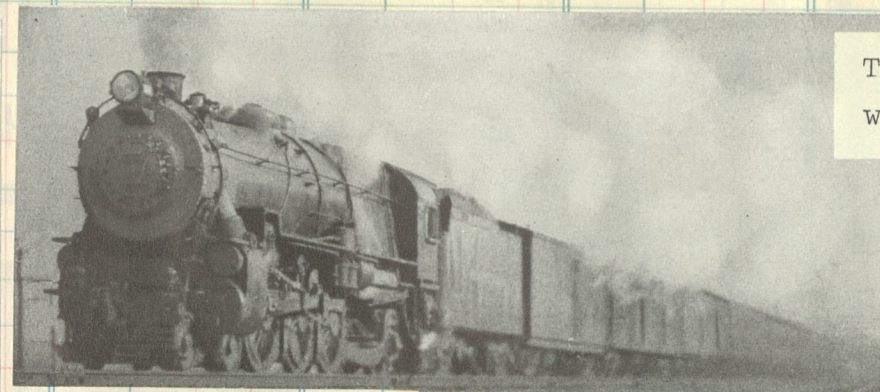


Trn #711, the SKIPPER, comes boiling out of South Amboy behind the 3740 on run down the New York & Long Branch to Bay Head Jct.

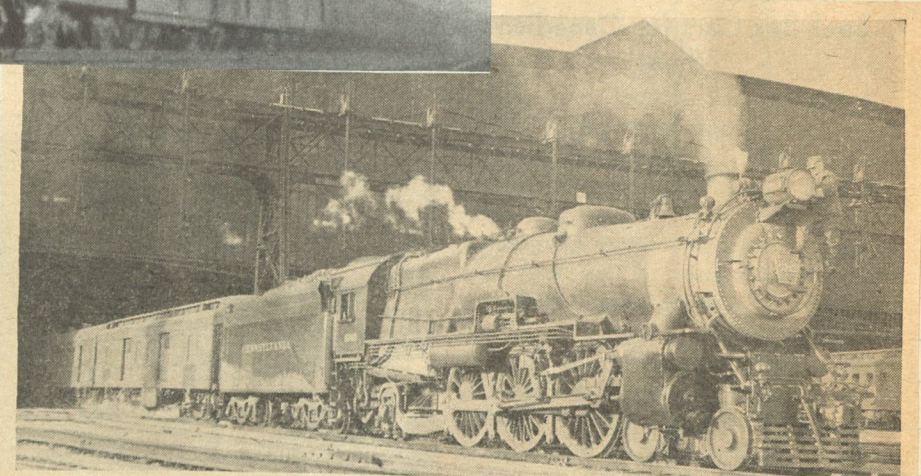


PRR K4s Engines 2761 and 5486 come off of the South Chicago Lift Bridge with Train 215, The Chicago Daylight Express, westbound on November 26, 1937.

Harold J. Stilton collection



The "Rainbow" west of Paoli



PENNSYLVANIA'S ENGINE 5343 AT ST. LOUIS, MO., WITH THE "GOTHAM LIMITED"

Railroad Photographic Club



The New York & Long Branch saw the last stand of Pennsy Steam (to 1957) A K-4 with nine cars of commuters to Bay Head Jct.

Recap: 4-6-0 Type

G-5s 90 engines
Total 90 units
as of 1938

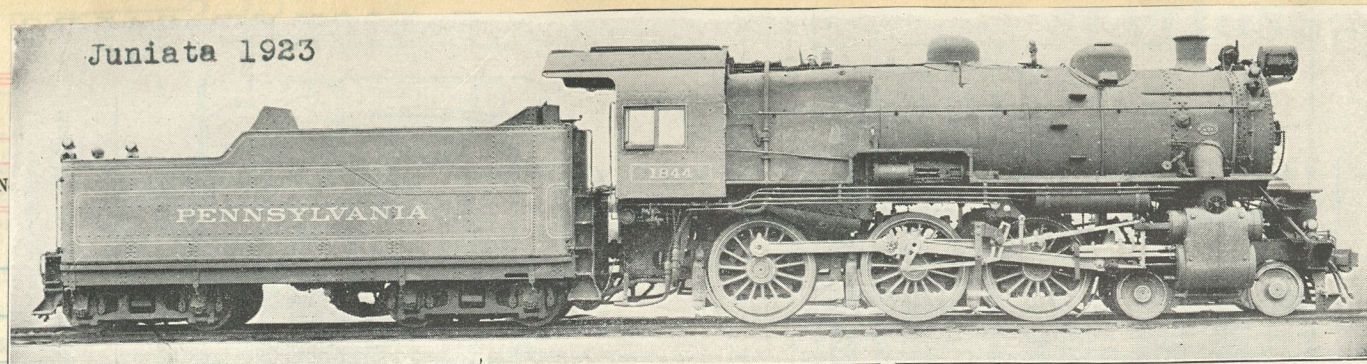
Clos. No.



PENNSYLVANIA
G-5 4-6-0

3991

Juniata 1923

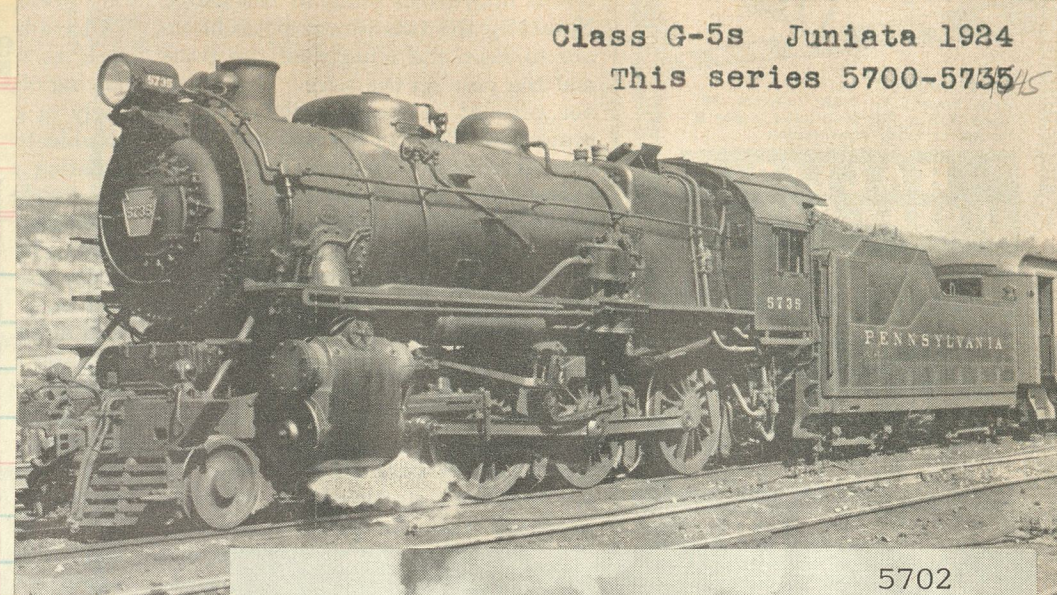


Pennsylvania Railroad 4-6-0 (Ten-Wheel) Type Locomotive, Class G5s, for Heavy Local Passenger Service.

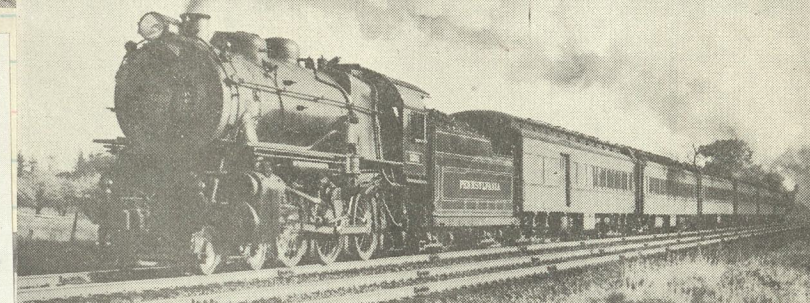
Tractive force	41,330 lb.	Total engine wheel base	26 ft. 6 in.
Cylinders, diameter and stroke	24 in. x 28 in.	Fuel	Soft coal
Drivers, diameter	68 in.	Grate area	55.2 sq. ft.
Weight on drivers	178,000 lb.	Gas area, tubes and flues	6,96 sq. ft.
Weight on front truck	59,000 lb.	Steam pressure	205 lb.
Total weight of engine	237,000 lb.	Evaporative heating surface	177 + 2678 = 2855 sq. ft.
Weight of tender, loaded	172,900 lb.	Superheating surface (Type A)	613 sq. ft.
Driving wheel base	14 ft. 3 in.	Tender capacity	8,300 gal., 12 tons

Class G-5s Juniata 1924
This series 5700-5735

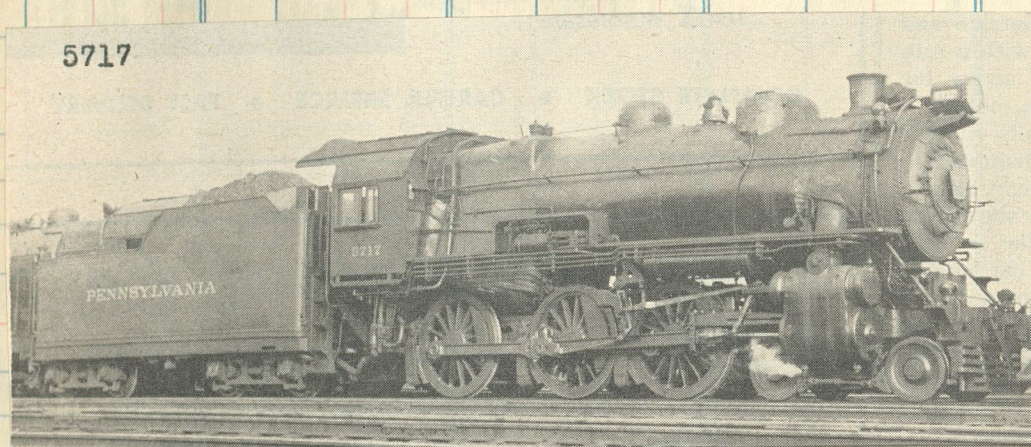
47



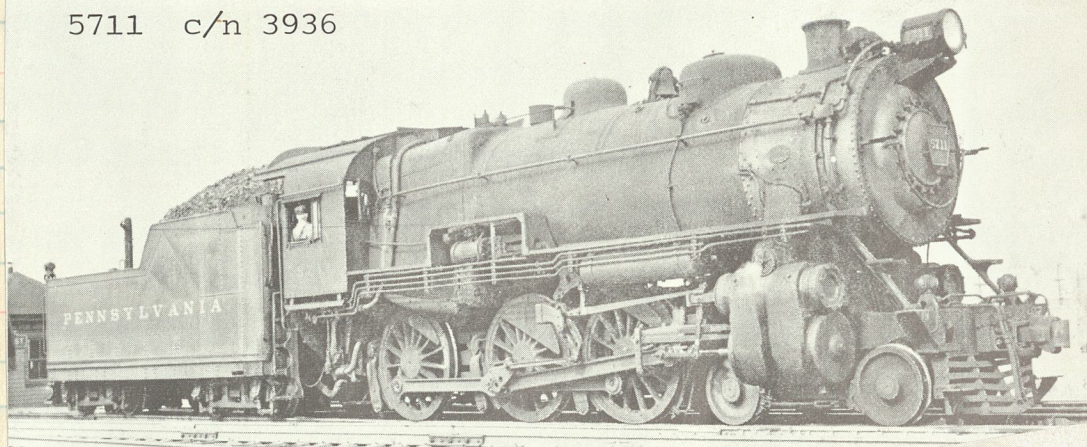
5702



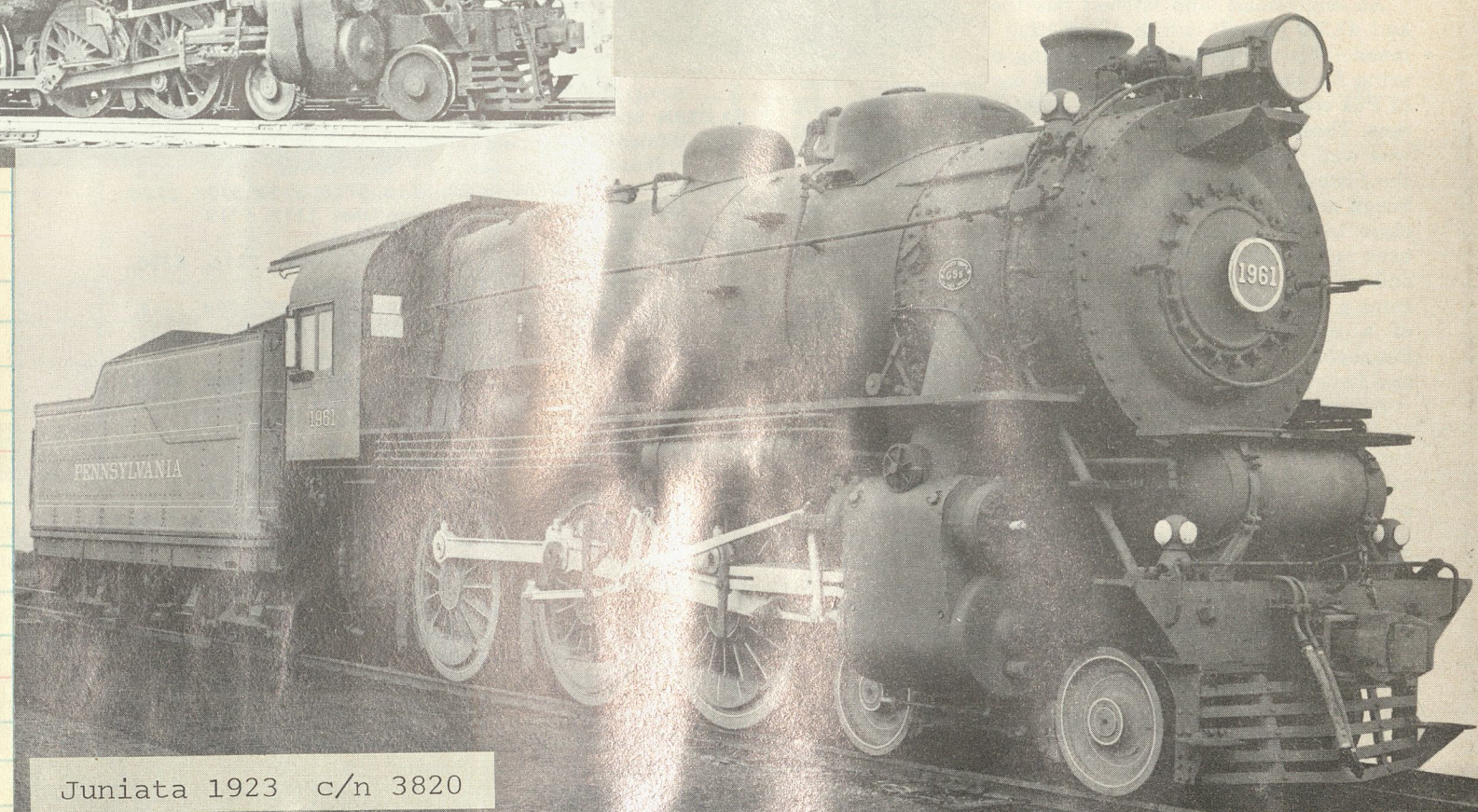
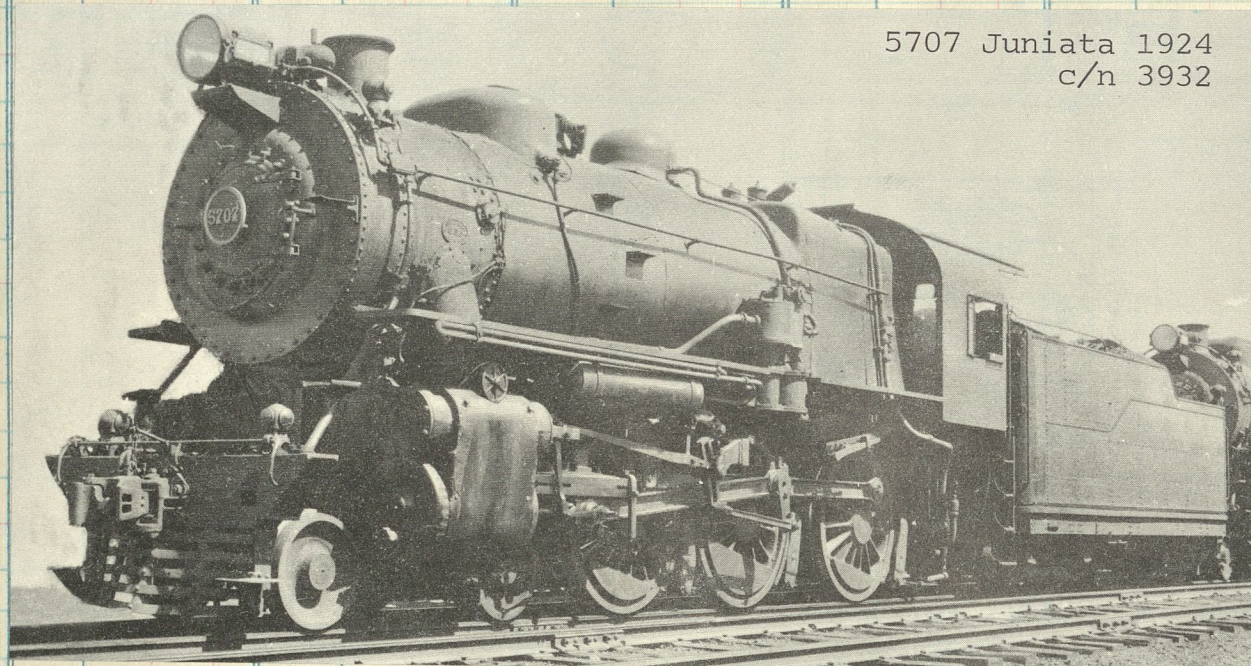
5717



5711 c/n 3936

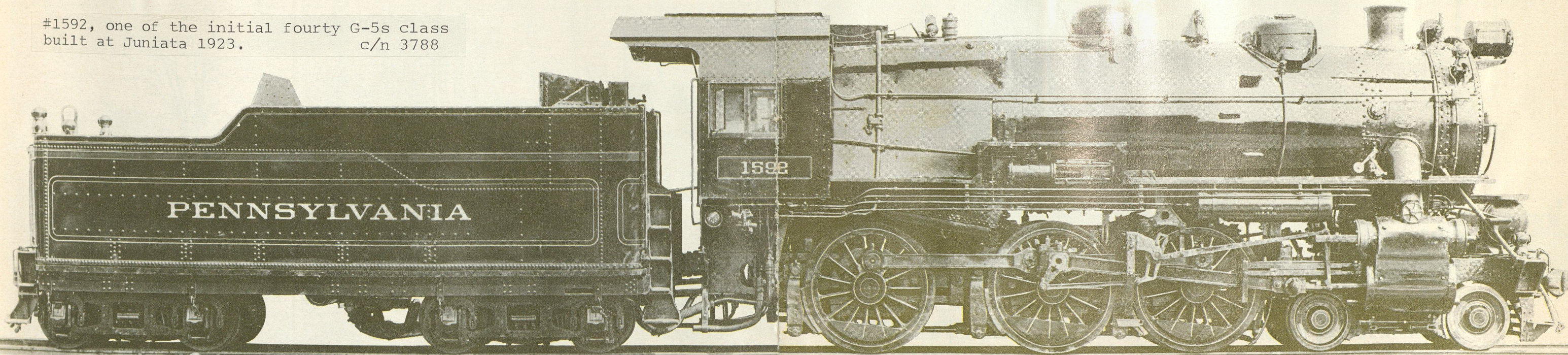


5707 Juniata 1924
c/n 3932

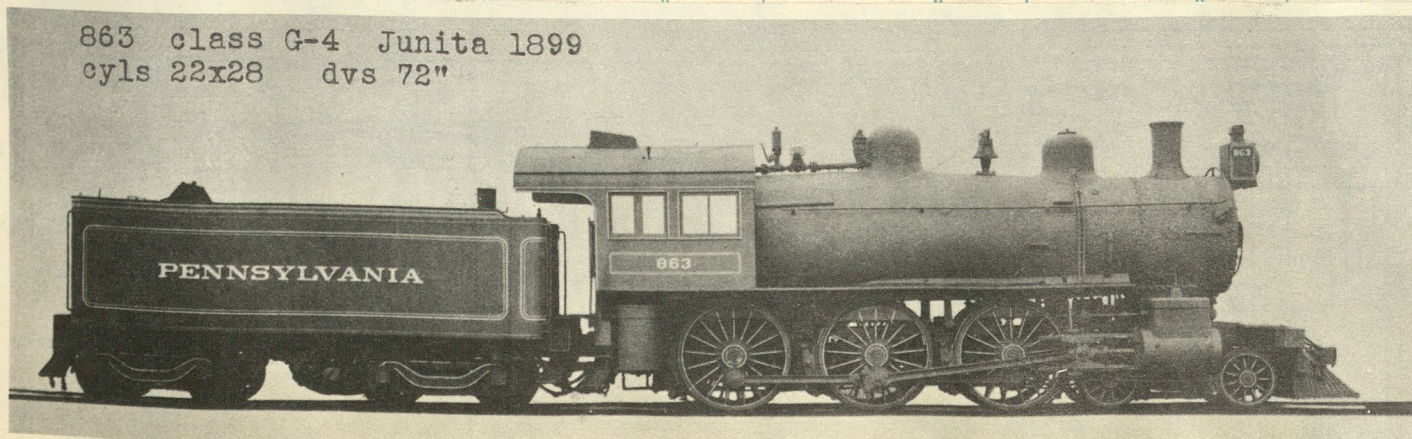


Juniata 1923 c/n 3820

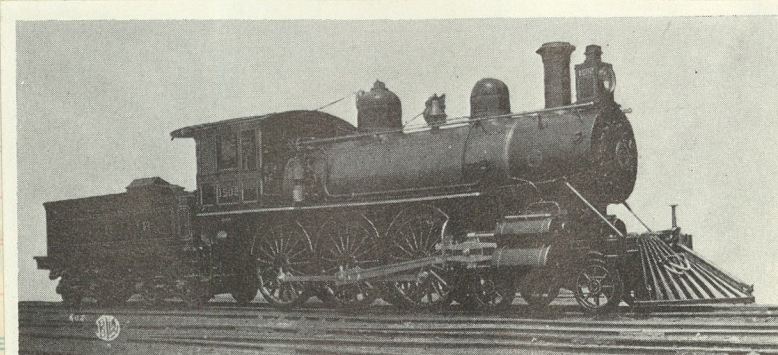
#1592, one of the initial fourty G-5s class
built at Juniata 1923. c/n 3788



863 class G-4 Juniata 1899
cyls 22x28 dvs 72"



863

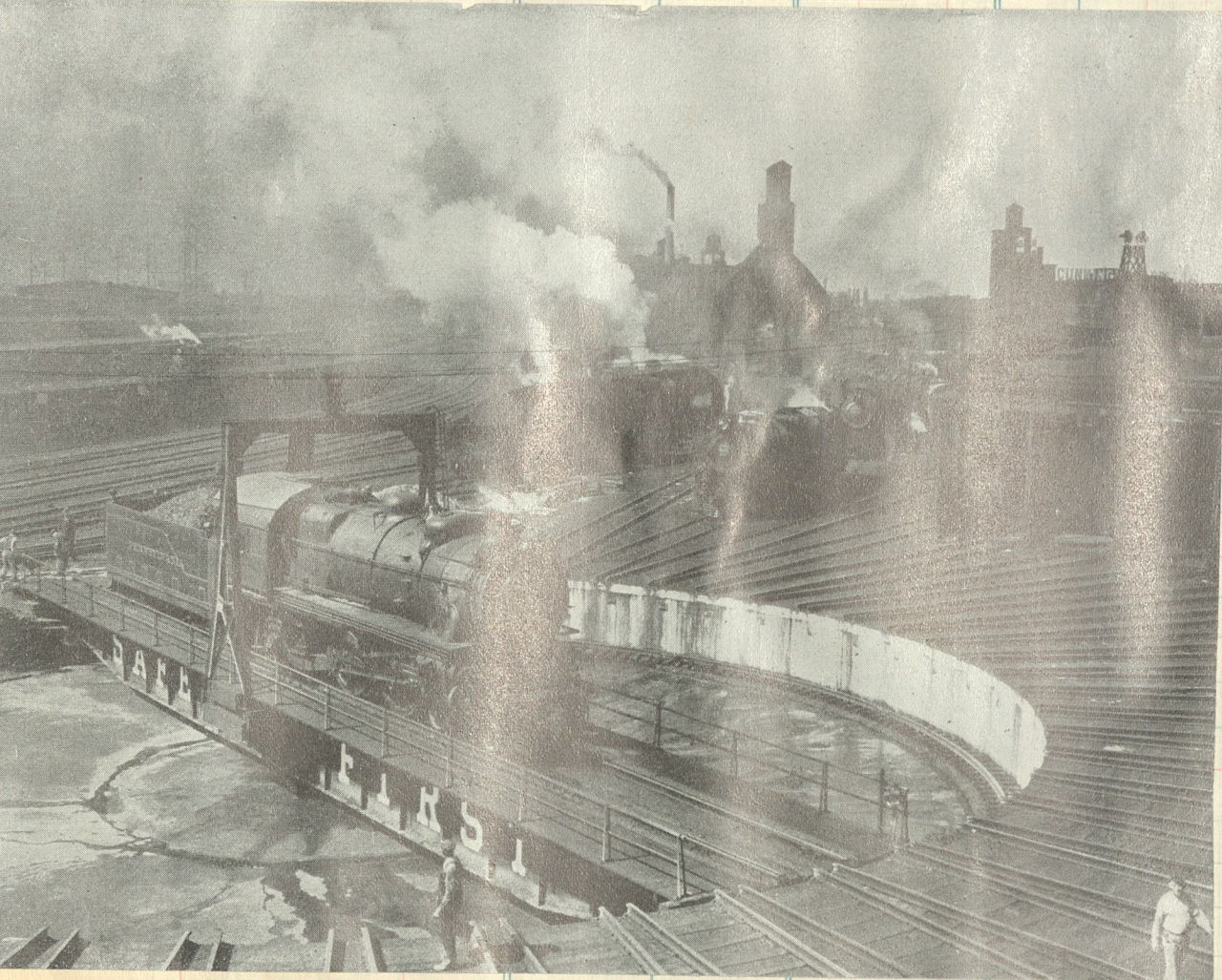


Vauclain compound #1502 by Baldwin in
1892 c/n 12619. Later Mt Carmel & Natalie
#777, Phila & Reading #527



CHICAGO UNION STATION concourse of people, newsstand, steel latticework, neon signs, stone, and sunbeams.

In addition to the PRR, served the Alton, Burlington and Milwaukee roads

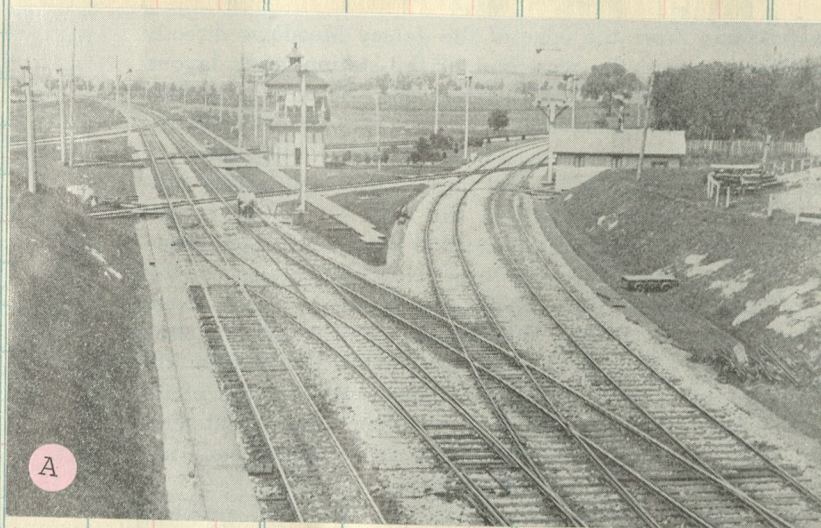
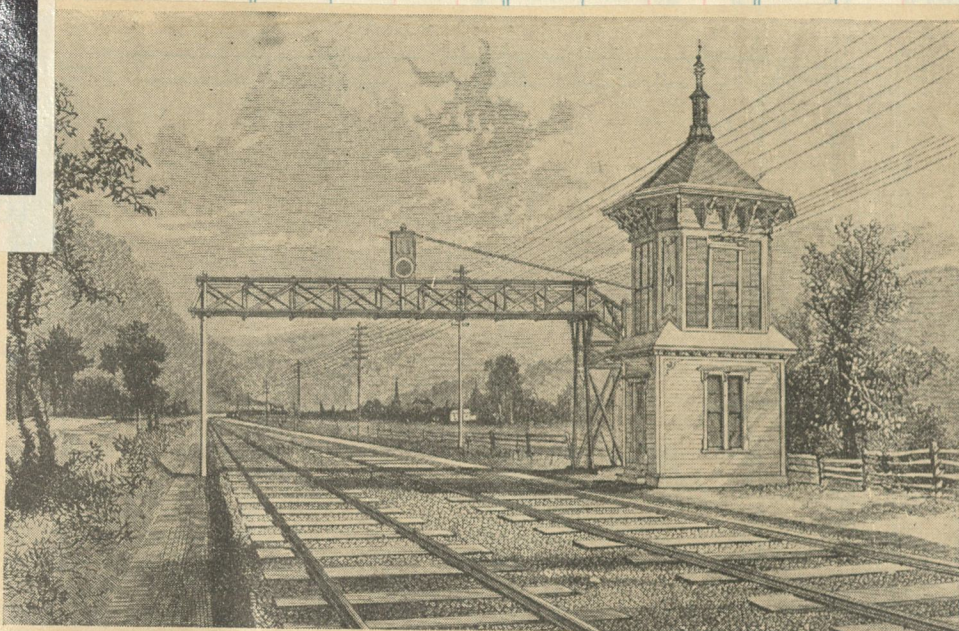


The most interesting place on, or about, railroads was the engine terminals. A point of enchanting activity plus the heady fragrance of soft coal smoke. Dirty but wonderful!!! This is the service facilities at West Philadelphia.



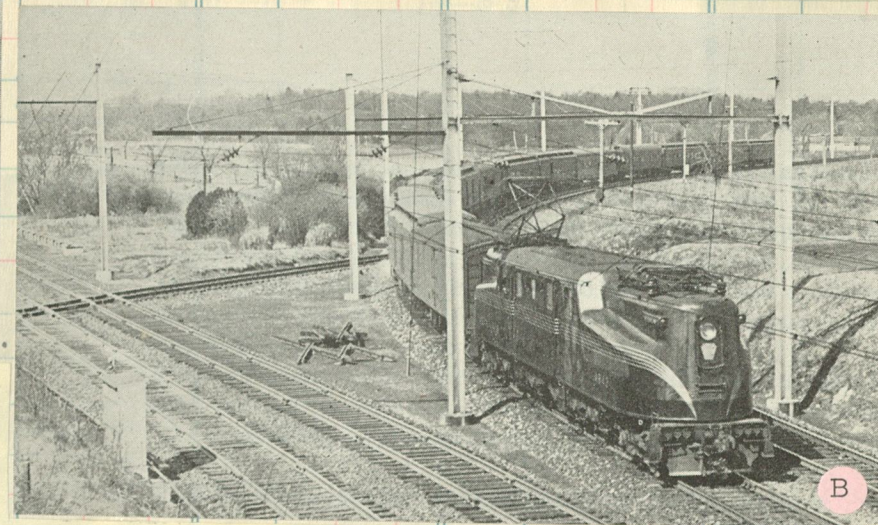
Photos courtesy Railway Age

Union Station-Chicago

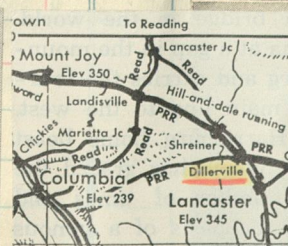


(A)

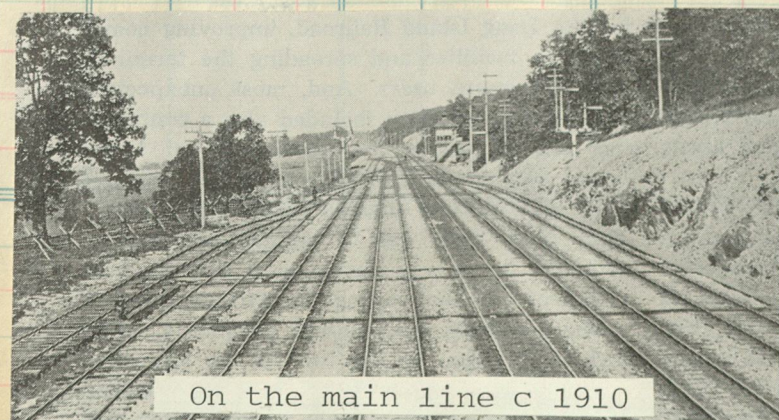
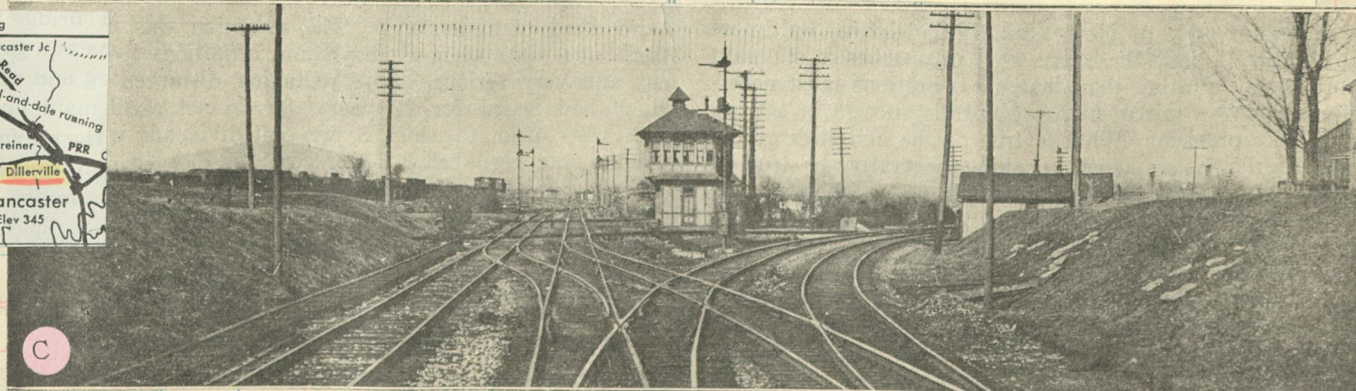
Three views of the interlocking plant at Dillerville, Pa. (A) As it appeared about 1910, looking S.W. with the line to Columbia off to the upper left. Main line to Harrisburg swings around to the right. Crossing just beyond the tower was the PRR's branch to Lancaster and the crossing on this side of the tower was the P&R. (C) Pretty much same view in early twenties. (B) An eastbound train from Harrisburg glides thru the curve. The line crossing is the Reading trackage going into Lancaster, on the left.



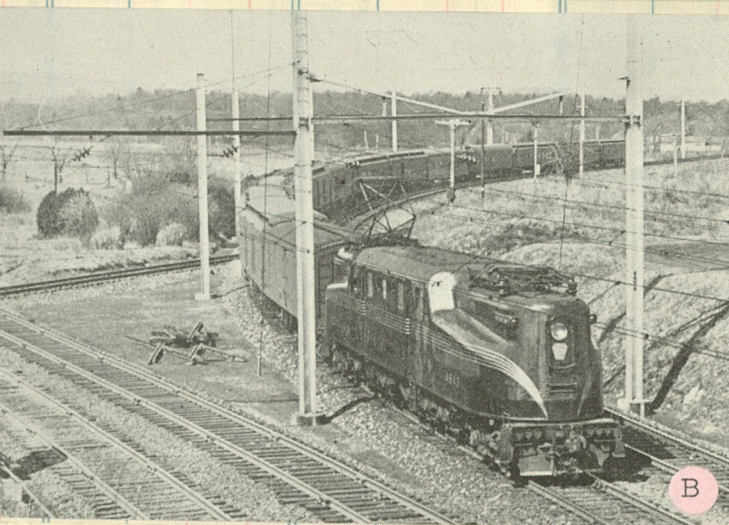
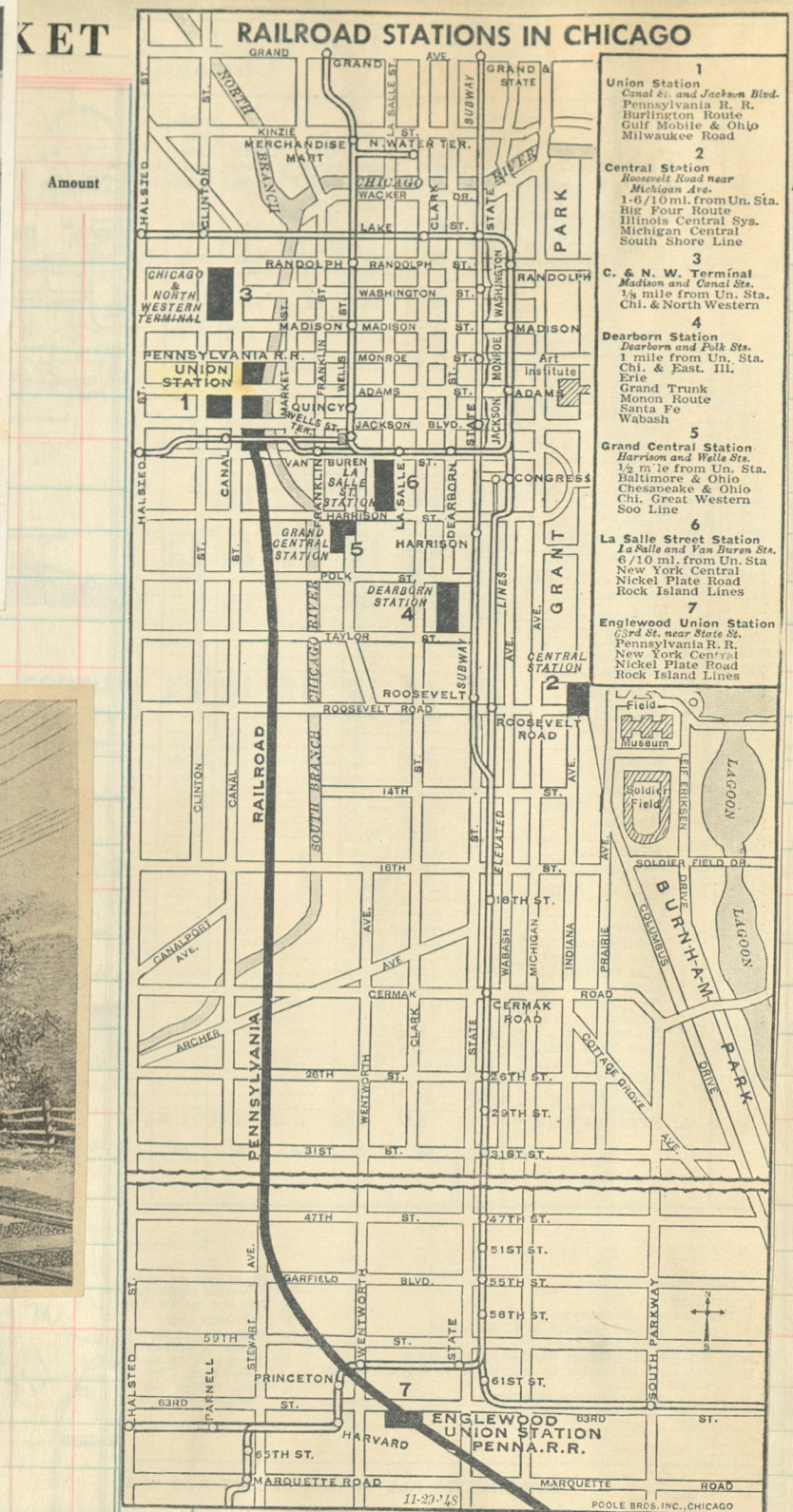
(B)



(C)

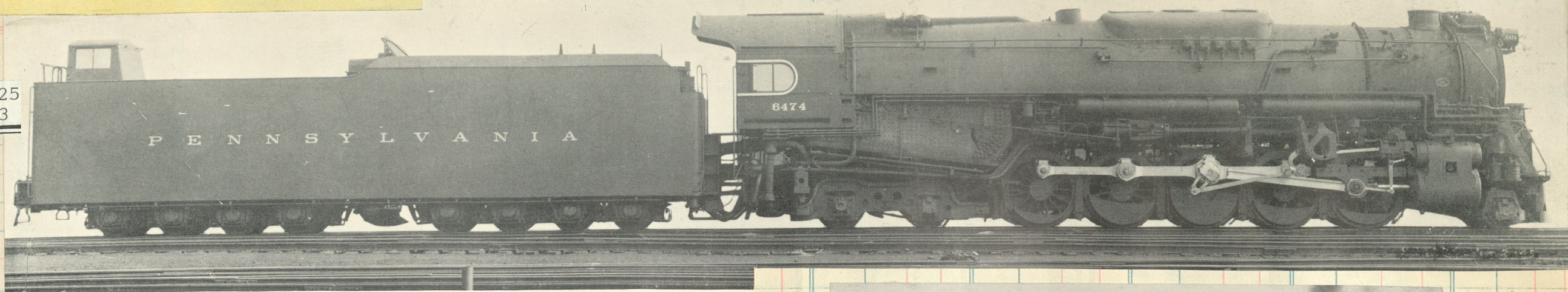


On the main line c 1910



Pennsylvania Railroad, Louisiana St., Freight House, Buffalo, N. Y.

Clos. No. Sold Amount J-1 c/n 4425
Juniata 1943



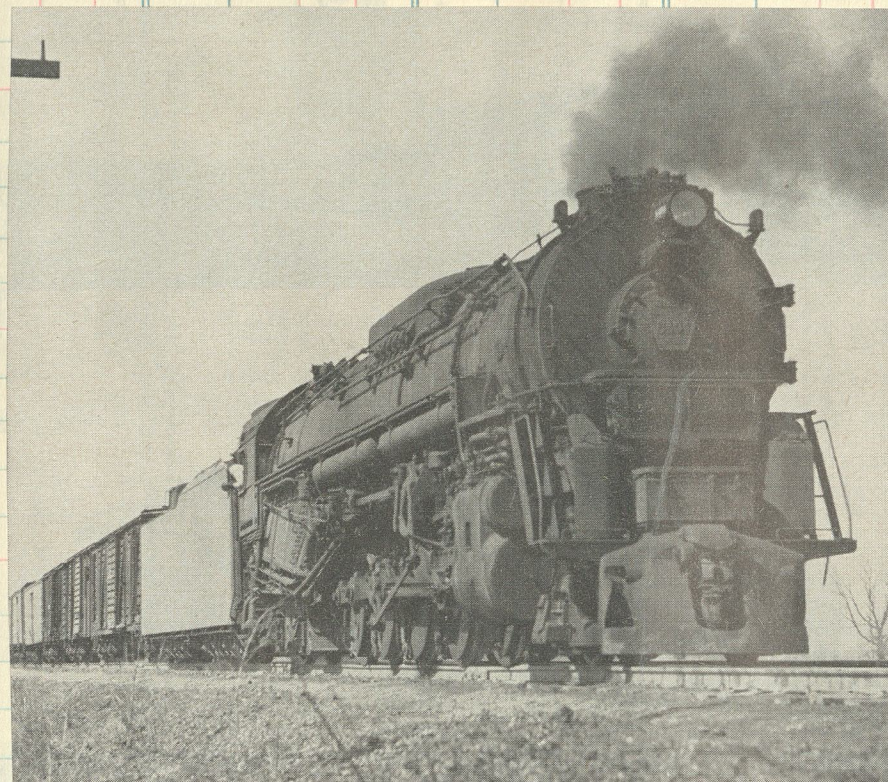
Class J-1 and J-1a freight locomotive

Road numbers of this series	6150-6174, 6401-6500	Weight on leading truck, lbs.	64,961
Built	PRR, 1942-1944	Weight on trailing truck, lbs.	132,032
Cylinders, diameter and stroke, in.	29 x 34	Weight of engine and tender, lbs.	989,475
Diameter of drivers, in.	69	Grate area, sq. ft.	121.7
Tractive power, lbs.	95,100; with booster, 110,100	Evaporative heating surface, sq. ft.	6568
Boiler pressure, lbs. per sq. in.	270	Superheater heating surface, sq. ft.	2930
Total weight of engine, lbs.	577,975	Tender capacity: Tons of coal	29.9
Weight on drivers, lbs.	380,982	Gallons of water	21,000

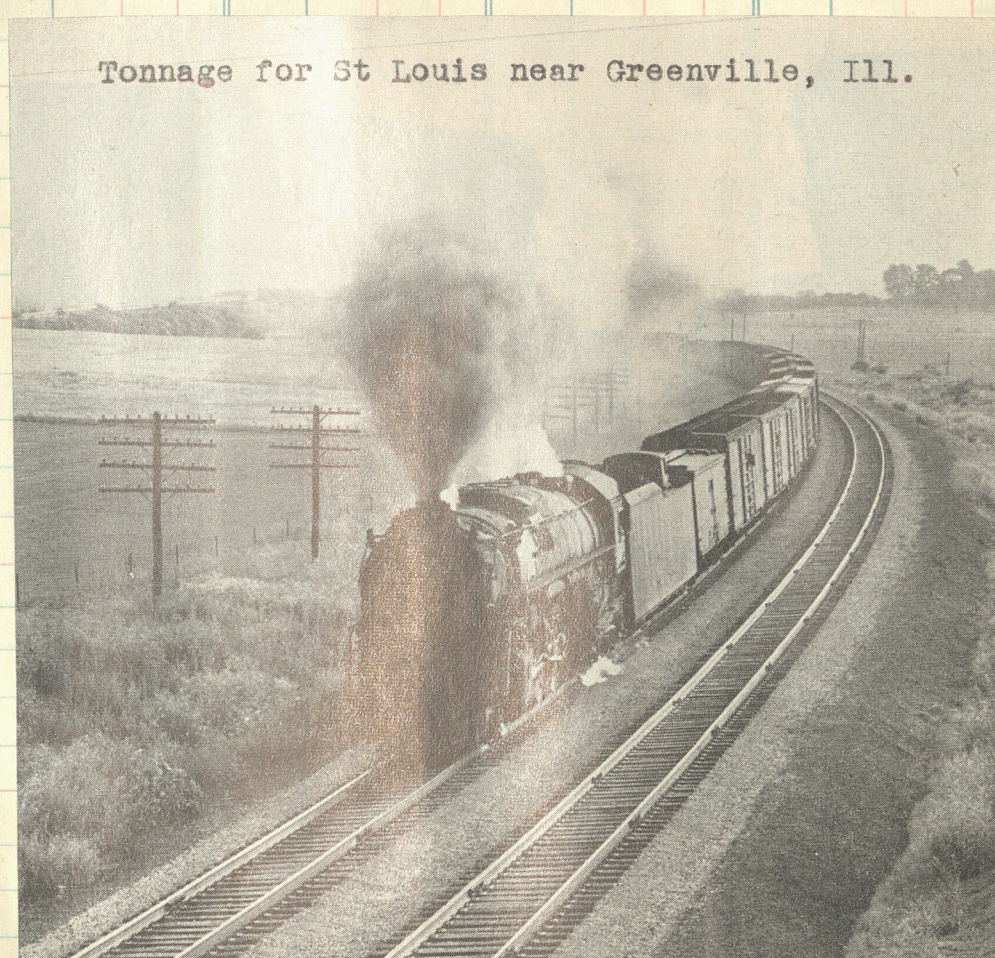


Rail Photo Service: Fred McLeod.

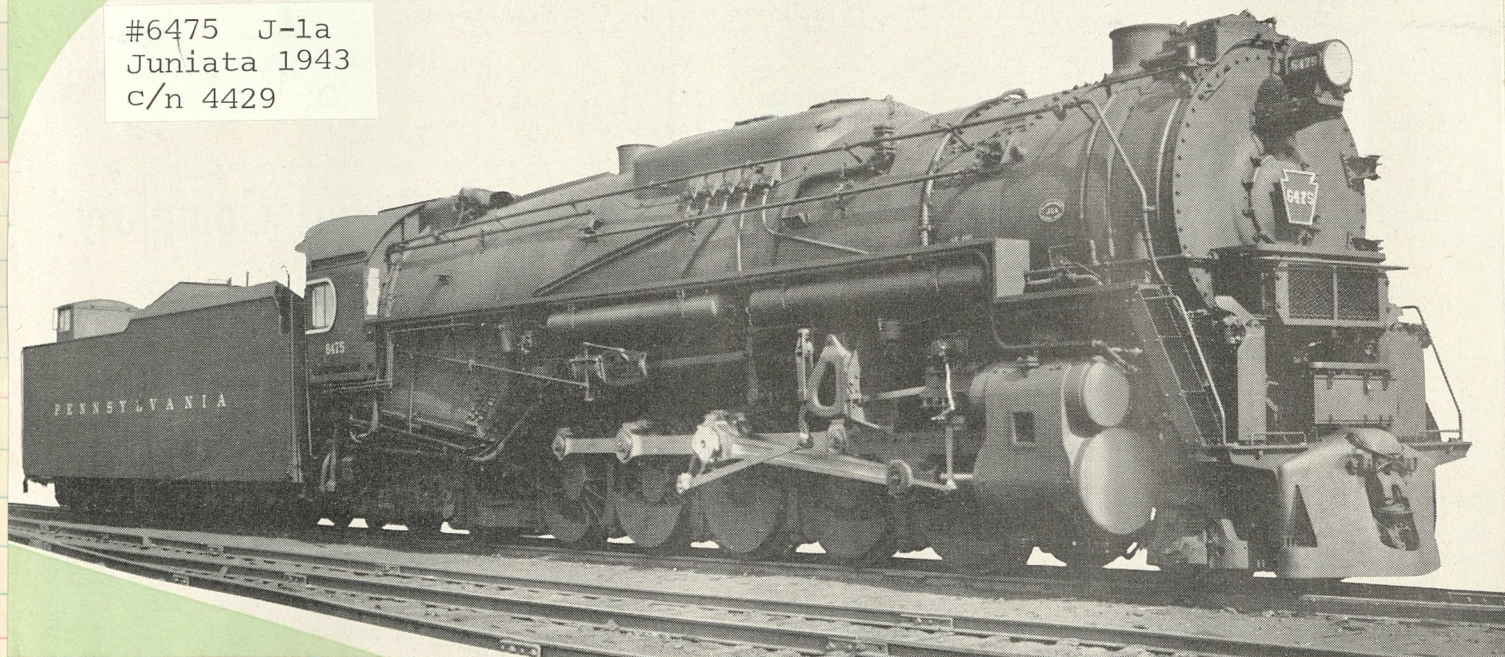
The high mounds of the Allegheny Mountains echo the sounds of the Pennsylvania's heaviest exhausts as tonnage freights and long passenger trains fight gravity and curvature on their way up to Gallitzin. This freight is pulled by a class J-1 2-10-4 and has helpers on the rear.



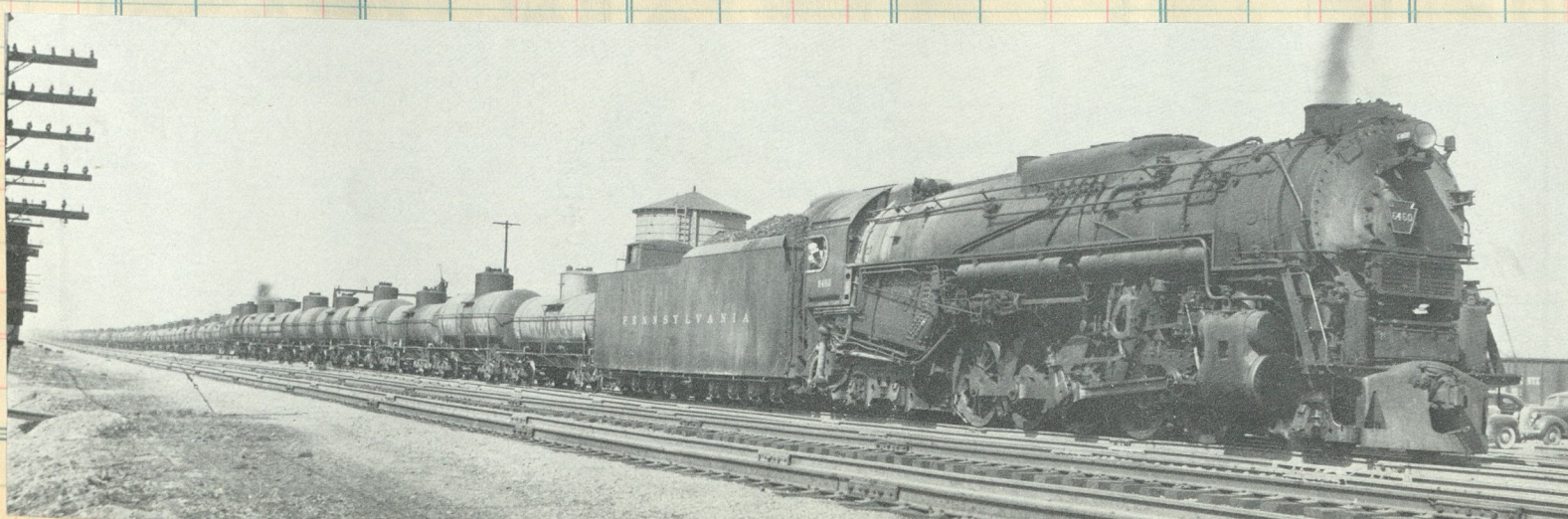
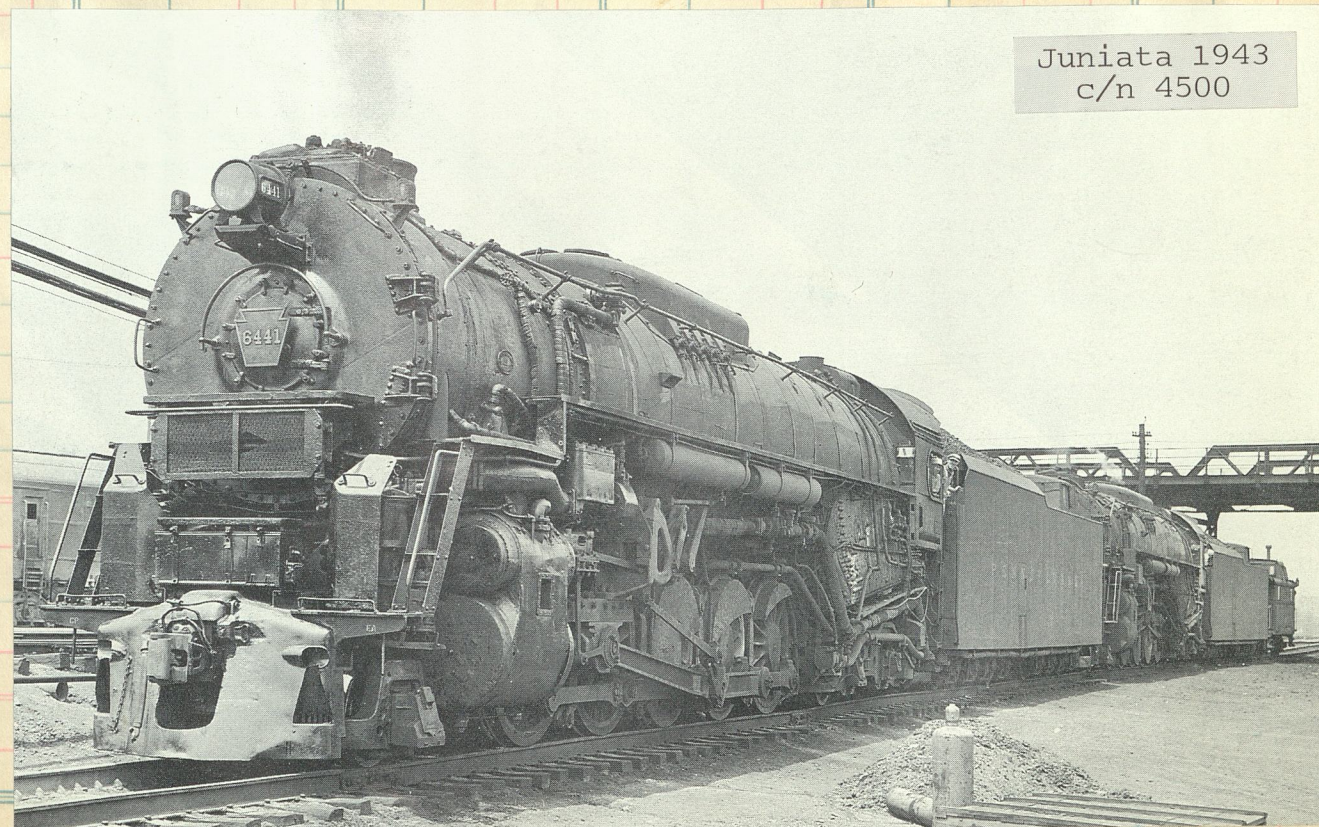
Tonnage for St Louis near Greenville, Ill.



#6475 J-1a
Juniata 1943
c/n 4429



Juniata 1943
c/n 4500



Another of the indispensable services rendered by the railroads in WWII was keeping the Eastern states supplied with oil. This is Trn OS-4, an endless string of tank cars, ready to depart Rose Lake Yard [E.StLouis] March 1943 behind the 6460

The magnificent J's! Another instance of the Pennsy motive power people being 'forced' into accepting an improvement. There could have been opinions expressed, "Why didn't we get these engines ten years ago?".....Good question.



ACCIDENT ON THE CAMDEN AND AMBOY RAIL ROAD
NEAR BURLINGTON, N.J.
AUG. 29TH 1855.
21 PERSONS KILLED - 75 WOUNDED

THIS EARLY RAILROAD DISASTER was caused when a Camden and Amboy train hit Dr. Hannigan's surrey on Aug. 29, 1855, near Burlington, N.J. The good doctor was too deaf to hear the engineer's whistle as he approached the tracks. Twenty-three passengers died in the derailed cars.



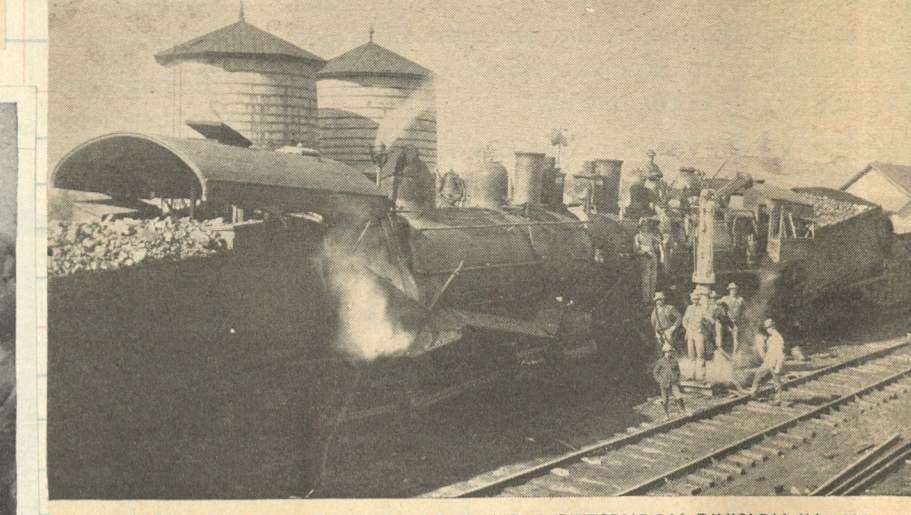
WRECK NEAR HAMMONDSVILLE, OHIO, ON THE PENNSYLVANIA RAILROAD IN 1888
This accident took place Nov. 23, 1888, on what is now the Cleveland-Pittsburgh division of the Pennsylvania System.



PENNSYLVANIA'S OLD ENGINE 17 PILED UP ON THE WEST JERSEY LINE ABOUT 1900



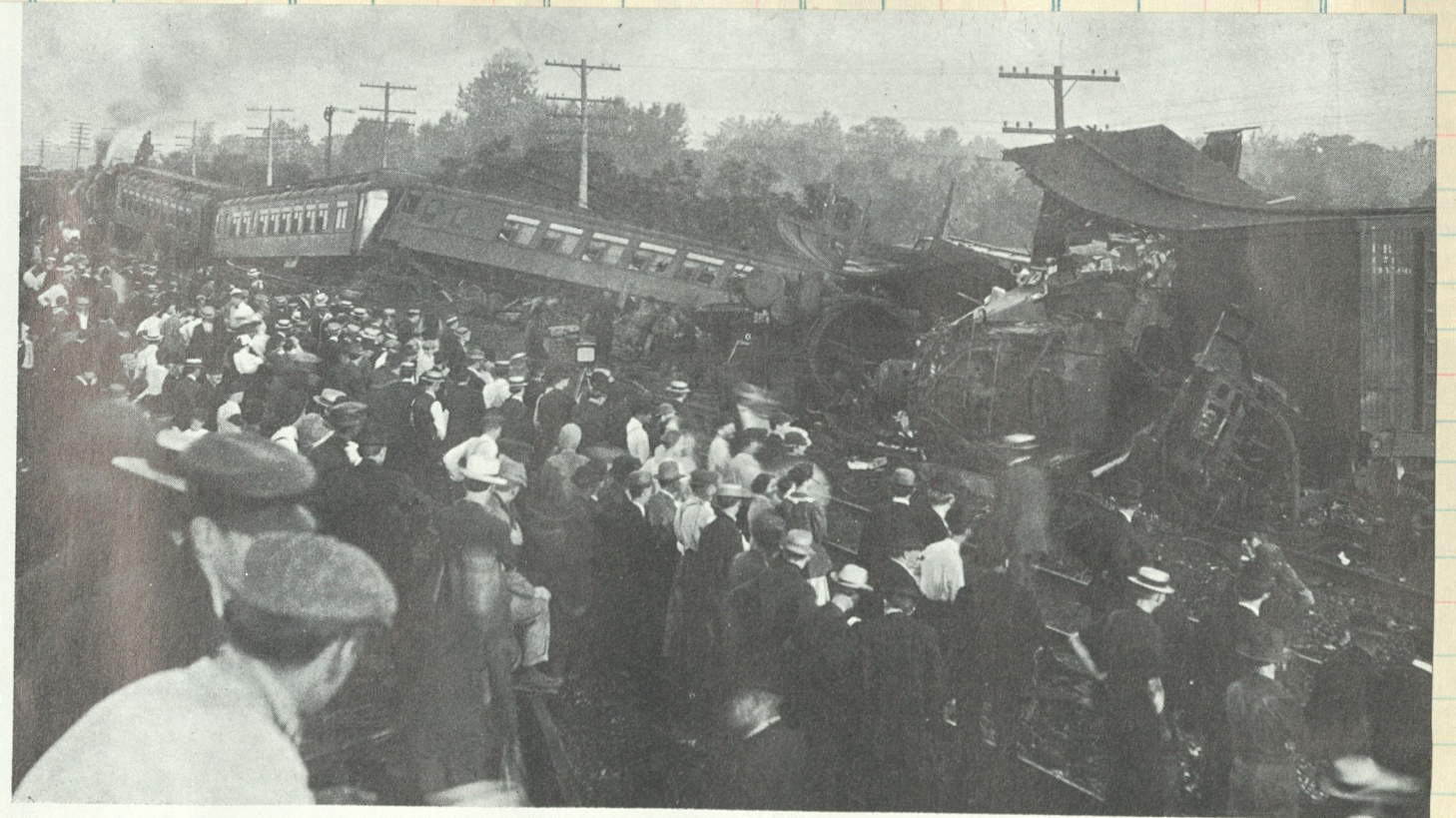
TEACHERS' EXCURSION began happily but ended in tragedy at Martins Creek, Pa., in 1911.



WRECK ON THE PENNSY'S CLEVELAND & PITTSBURGH DIVISION IN 1900
This head-on collision occurred at Bayard, Ohio, while the engines 694 and 695 were hauling coal and ore trains. The photo was submitted by Brother Claude Wallace, Div. 745.



THE PENNSY'S PENNSYLVANIA LTD. was smacked from behind and pushed aside. Her cab was completely demolished by the impact. Such an accident cost the company thousands but local schoolboys thought it all great fun.



THE DERAILMENT AND COLLISION of the Penn Flyer at Ft. Wayne, Ind. on Aug. 13, 1911.

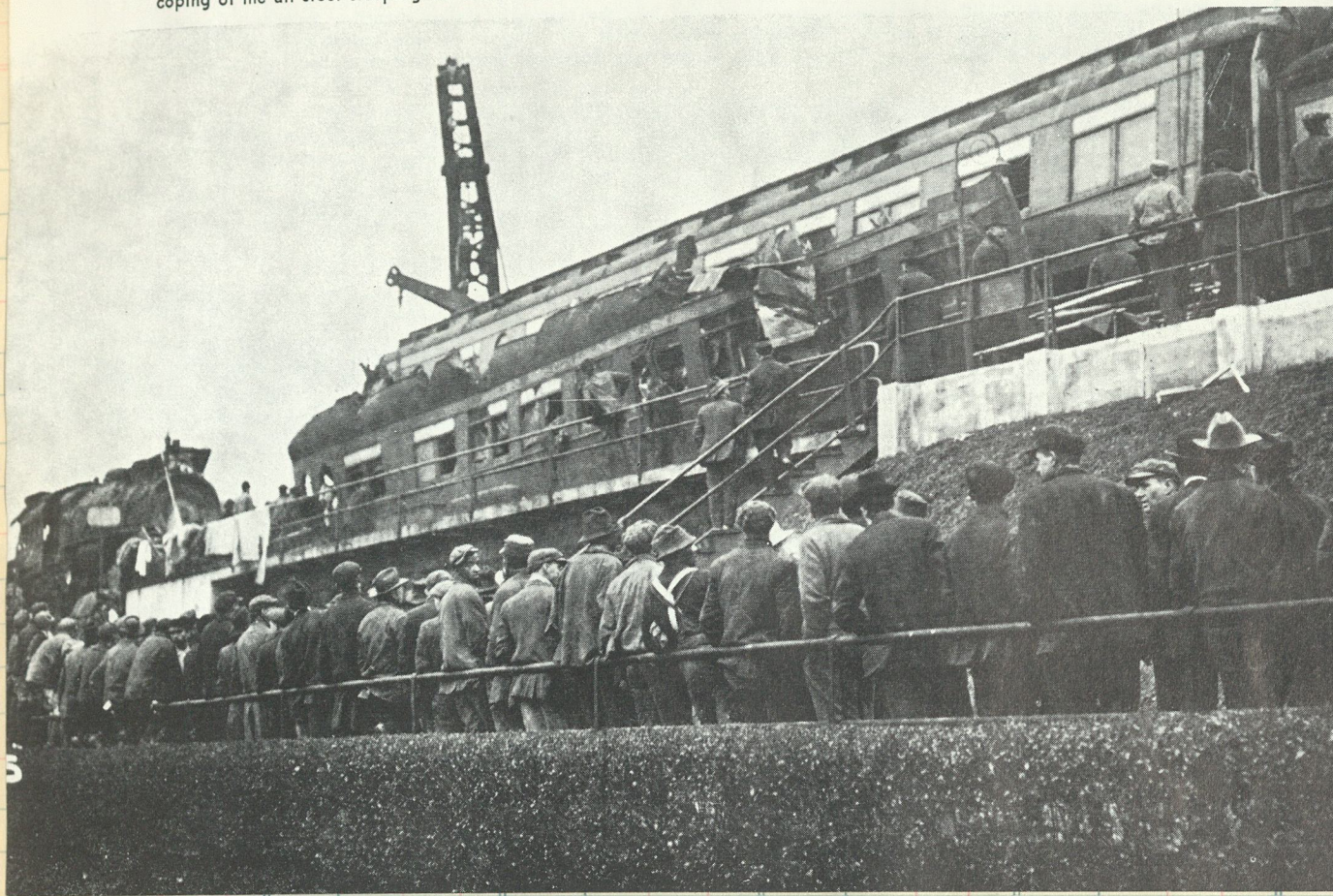
TWO PENNSY PASSENGER TRAINS tangled after an engineer ran through the signals and hit a stopped express right in front of the Tyrone, Pa. depot. The engine crushed the last car for a distance of twelve feet. The first postal car was thrown across the track and into the station. The engineer was killed; 150 passenger were injured in this wreck on July 30, 1913.



JUST AFTER THE PENNSYLVANIA'S Penn Flyer derailed, another freight came along and plowed into the wreckage. Four were killed and fifty-seven injured in the collision in 1911.



SEVERE TELESCOPING was typical in rear-end collisions. This one happened February 27, 1917, at Mt. Union, Pa., when a stalled Pennsylvania passenger train was struck from the rear by a fast freight. Twenty people were killed by the telescoping of the all steel sleeping car *Bellwood*.



STATION.

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

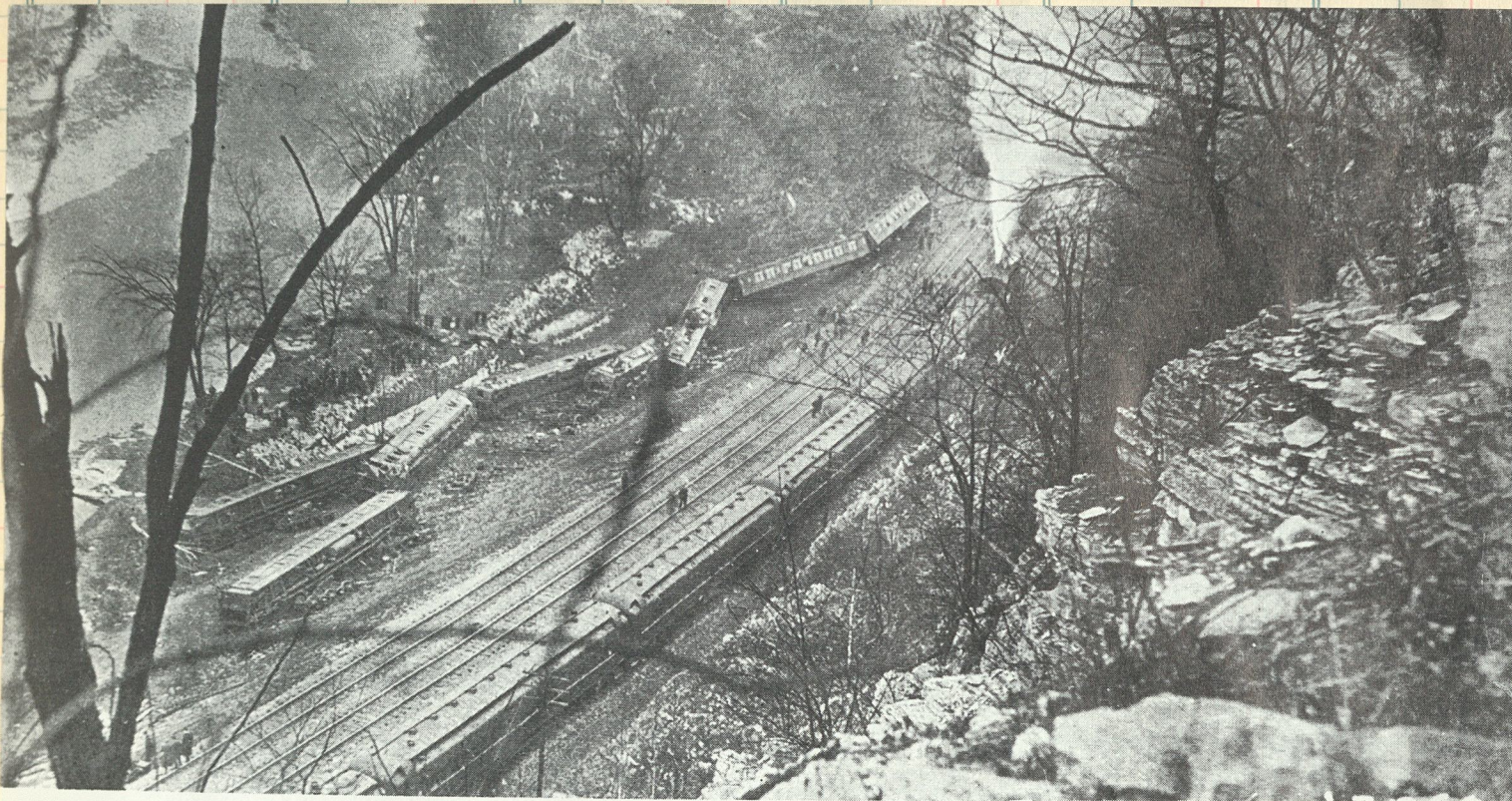
T HERE
Make
rt Sheet

51

EVEN AFTER THE COMPANIES BEGAN TO BUILD STEEL CARS about 1907, dreadful telescopes continue to scar rail safety. On Feb. 27, 1917, at Mt. Union, Pa., a rear-end collision caused the telescoping of an all steel car, killing every person inside.



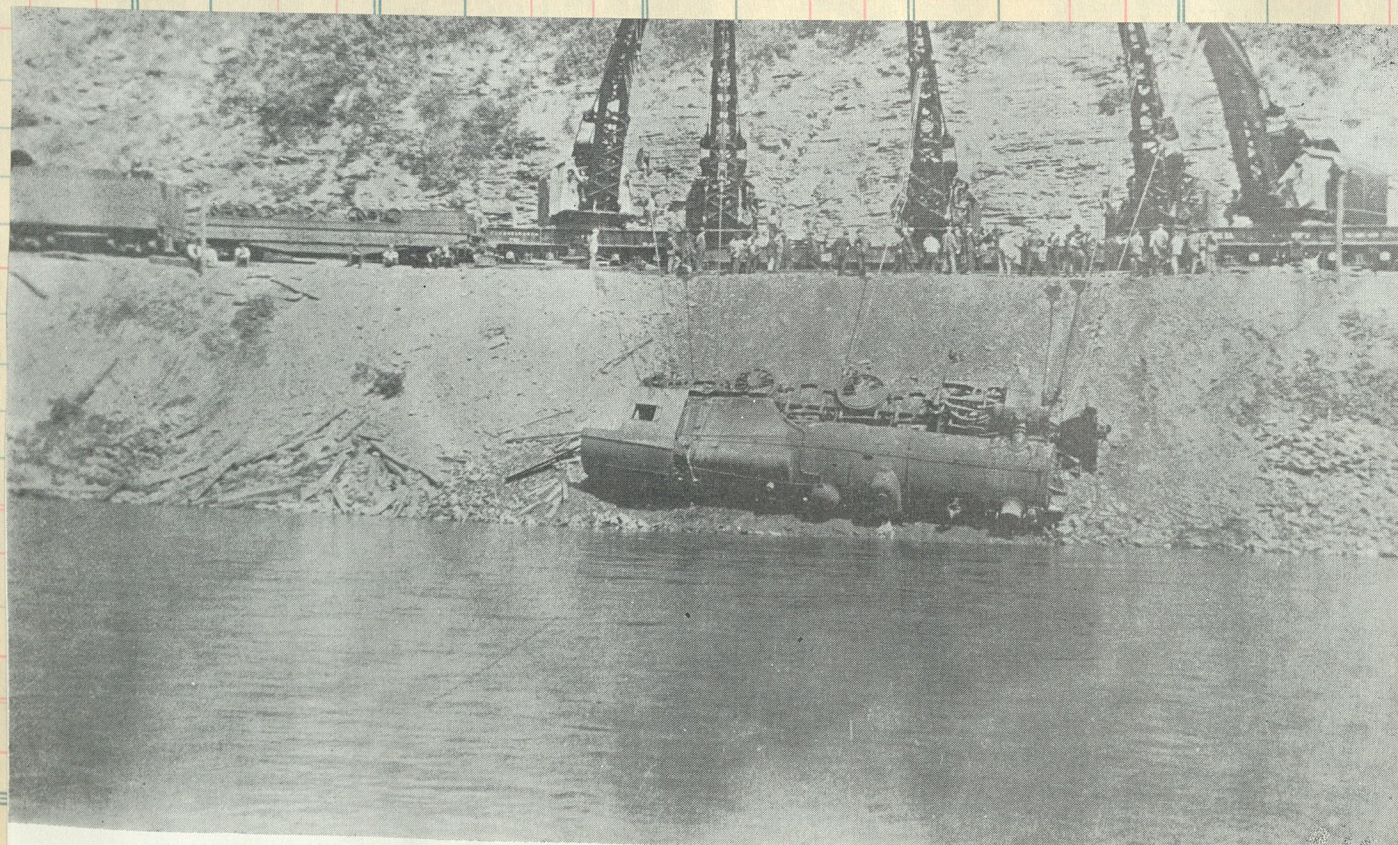
ANOTHER VIEW of the telescoped pullmans in the Mt. Union disaster of 1917.



EIGHT PASSENGER COACHES of the Pennsy's *Pennsylvania Ltd.* rolled down an embankment at Warrior's Ridge, Pa., in February, 1912 after a broken arch bar on the tender spread the rails. The train uncoupled behind the first postal car and the front part of the train remained on the rails.



A SERIOUS PILE-UP happened on the PRR at New Portage Jct., Pa., in 1916, killing seven employees. The brakes on a freight failed on a down mountain grade. The runaway collided with four engines at the foot of the mountain. ICC investigators blamed the engineer for allowing air brake pressure to become too low.



A FROZEN MAIN AXLE BOX caused this Pennsylvania Railroad freight locomotive to derail and plunge into the river at Cedar Point, Pa.



Pictures, Inc.

Saboteurs Caused This Derailment Near Baden, Pa.

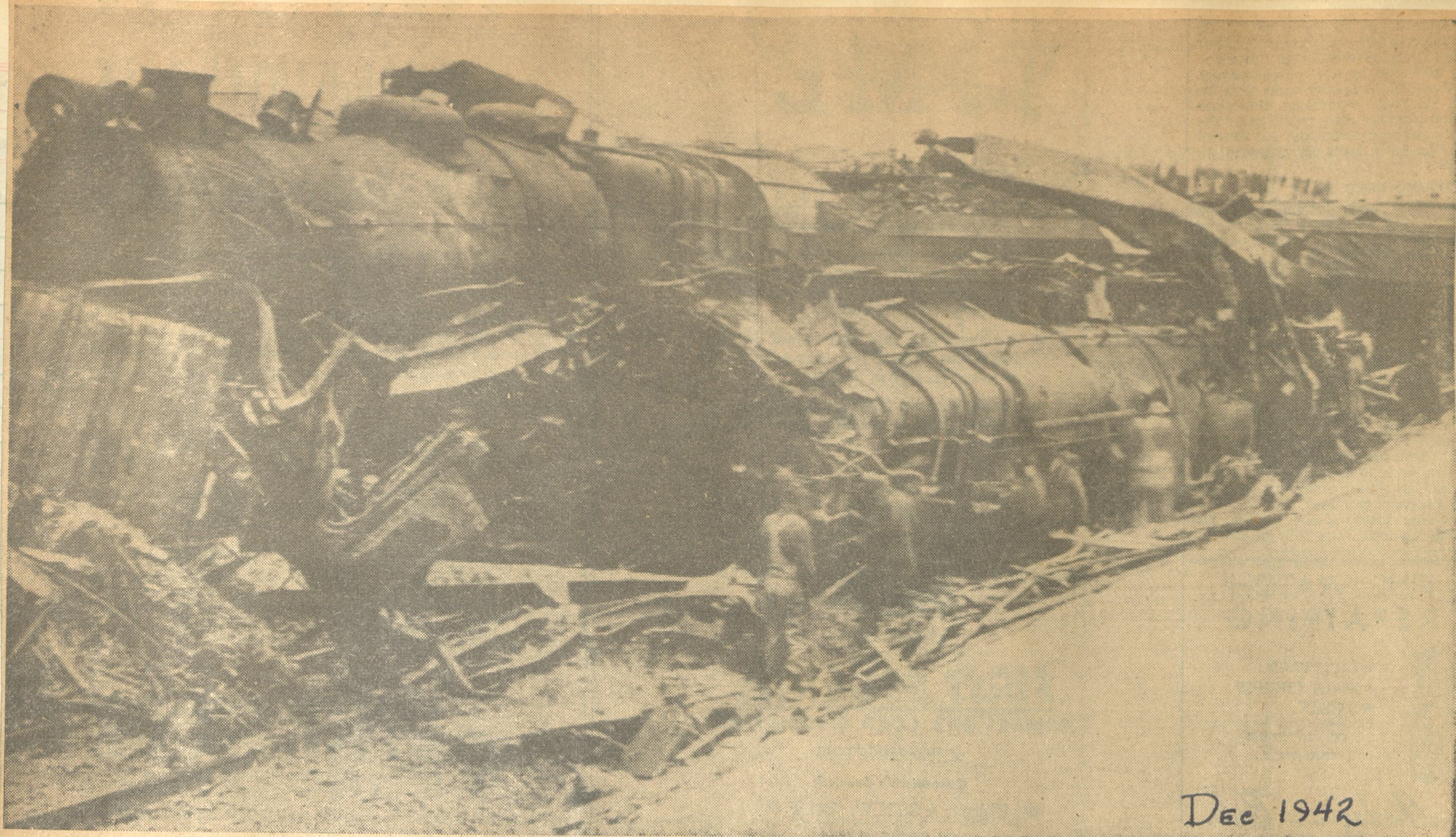
This view looking east along the Ohio river was taken on the morning following derailment of the Pennsylvania's *Buckeye*. While certain of the cars have been dragged up out of the water, they lie in relatively the same position as they fell originally. Cars are numbered according to position behind the locomotive. No. 1 is a baggage car. No. 2, a coach, yielded the bodies of three persons. No. 3, also a coach, had one end in the river.

Trn #316 3/16/41 63 injured

52

SELLER
DATE
FORM DESTINATION Amt.

Clos. No. Sold Amount Clos. No. Sold Amount



Dec 1942

—News-Acme Telephoto

One engine was bowled over and two others knocked out of commission when the double-header drawing the Manhattan Limited collided with a freight train near Columbia City, Ind. Engineer of the lead locomotive was killed and his fireman seriously injured.

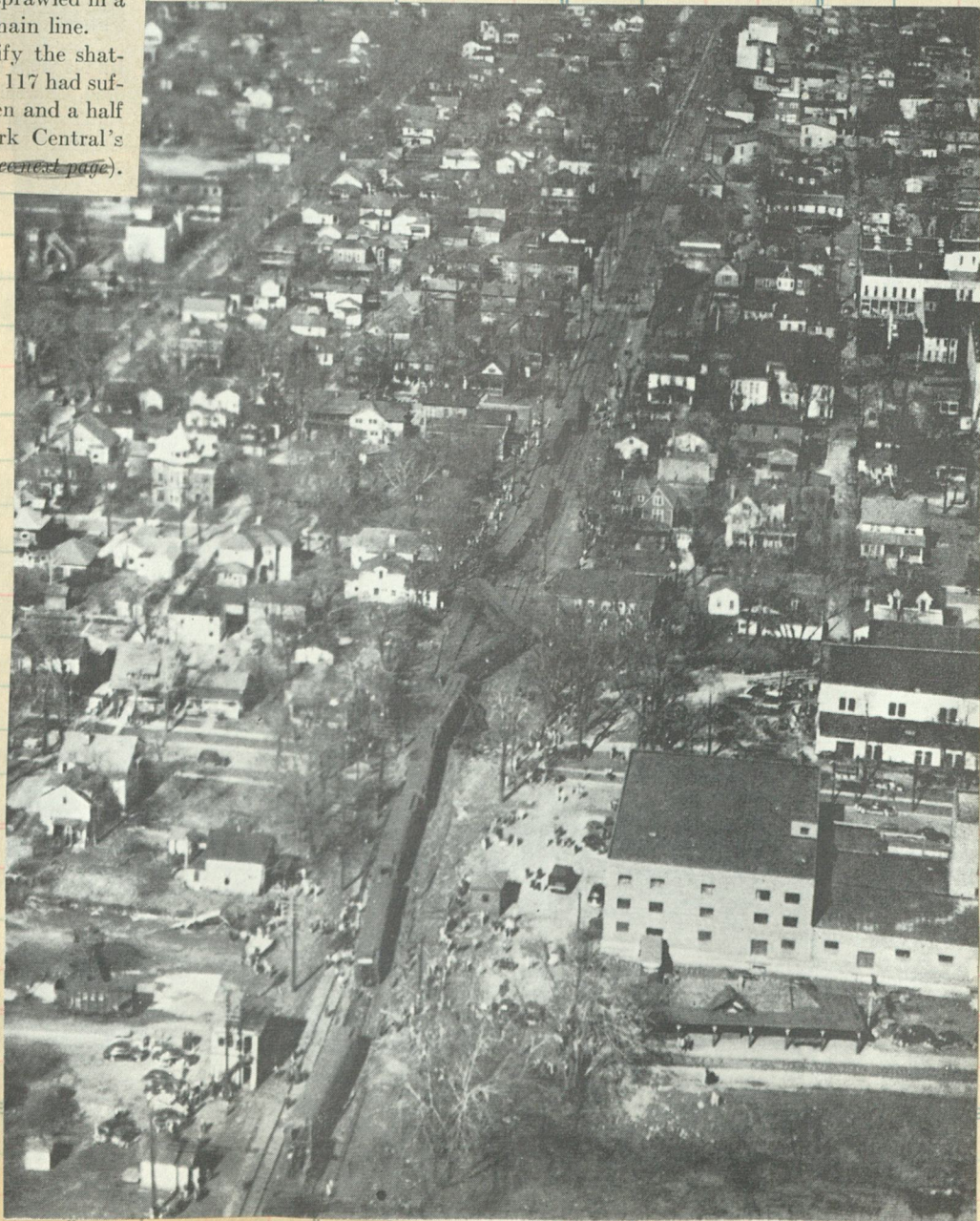
The poor Pennsy seemed to have more than its share of serious accidents.

79 die in wreck of Congressional Limited

At 6:07 p.m. on Sept. 6, an engine man in Philadelphia's big railroad yards watched the Pennsylvania's crack Congressional Limited thunder past on its 215-minute run from Washington to New York. To his horror he saw smoke and flame shooting from a journal box (housing for the end of an axle) on the seventh coach. He sprinted to notify a yard clerk who telephoned a signal tower three-quarters of a mile down the road. But before the tower-man could raise a warning light, the Congressional whizzed beneath him at 56 m. p.h. A moment later the hot box burned out, shearing wheel from axle.

With a fearful lurch the 16-car train snapped in two. The seventh coach rose almost vertically into the air and crashed head-on into a steel signal tower, which like a giant meat cleaver, sliced the entire car in two from end to end. The eighth coach rolled over several times and came to rest amid the splintered relics of No. 7. Two diners and four Pullmans sprawled in a delirium of tortured steel across the four tracks of the road's main line.

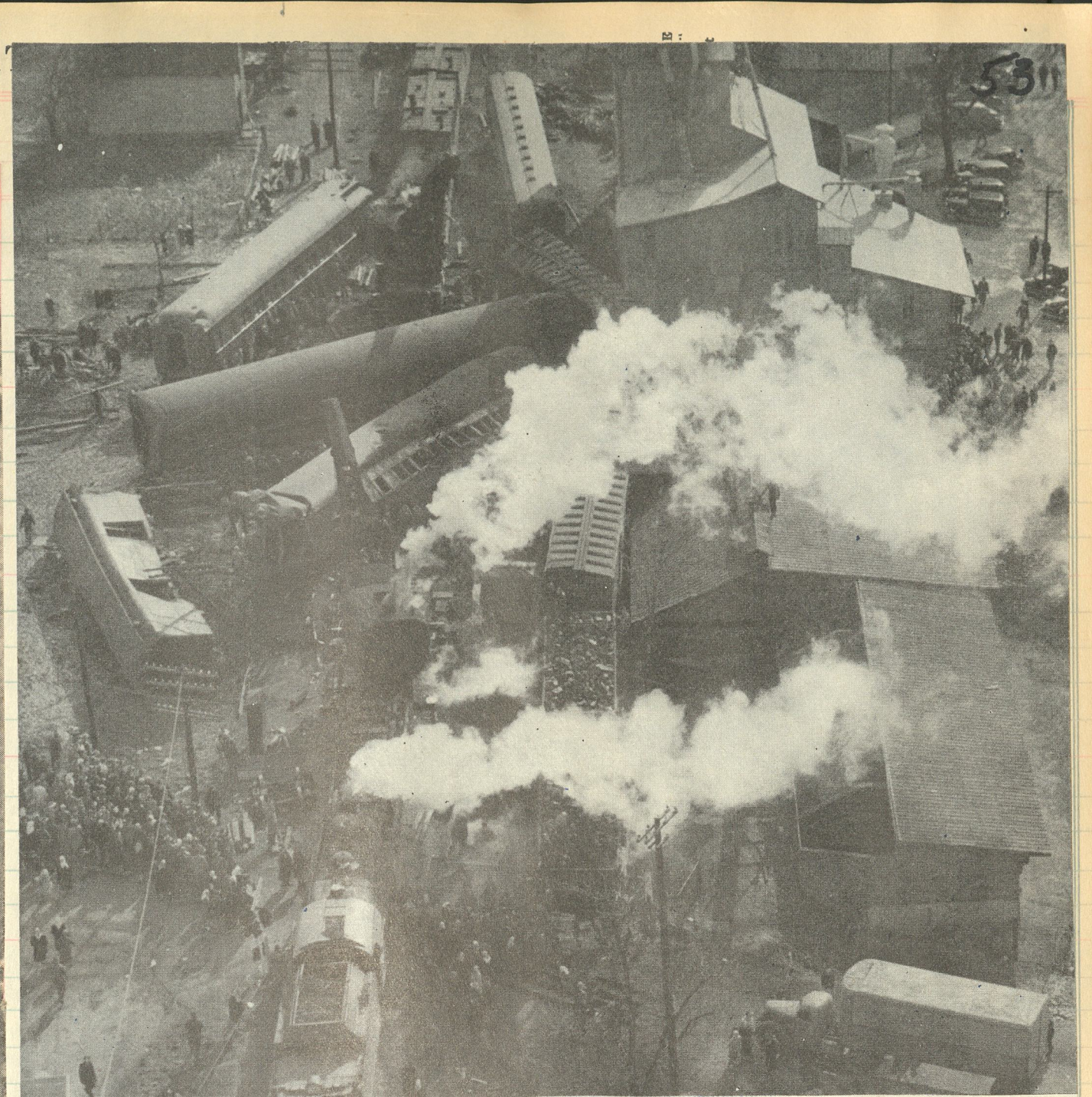
Days passed before families and friends were able to identify the shattered dead. But they could be counted. Seventy-nine had died, 117 had suffered injury in the nation's worst railroad wreck in 25 years. Ten and a half hours later three crewmen lost their lives and the New York Central's 20th Century Limited jumped the track near Canastota, N. Y. (see next page).



Warsaw, Ind.

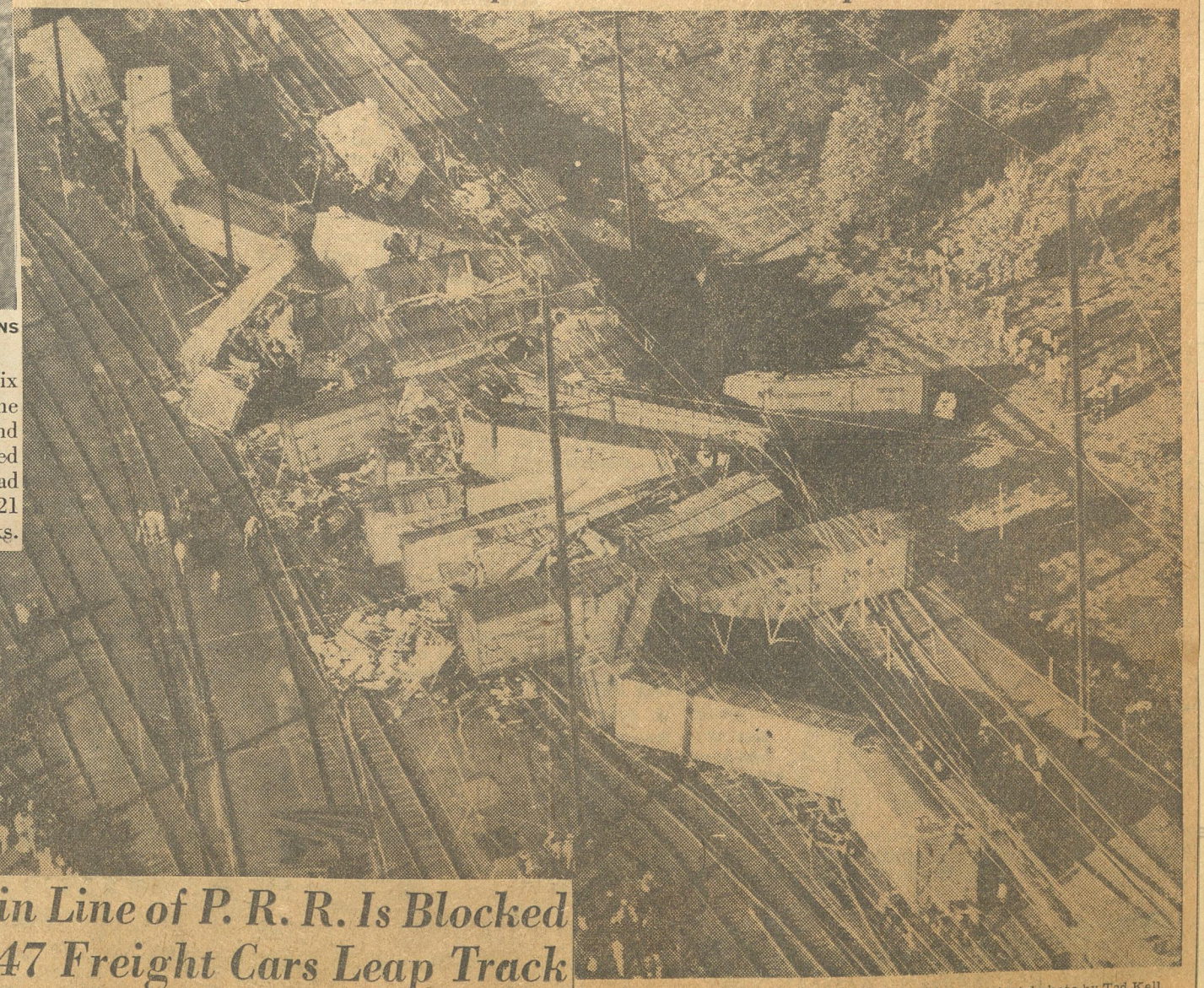
April 1947

BY FLOODLIGHT, RESCUERS LABOR THROUGH THE NIGHT CUTTING AWAY WRECKAGE IMPRISONING DEAD AND DYING. SHREDDED STEEL OF SEVENTH COACH LIES STREWN ON GROUND



Jan. 27, 1947: Four were killed, 20 injured at Walton, Indiana, when a PRR passenger train jumped the rails.

Derailed Freight Cars Tie Up New York-Philadelphia Main Line



Main Line of P. R. R. Is Blocked As 47 Freight Cars Leap Track

Splintered cars straddling Pennsylvania Railroad track south of New Brunswick, N. J., after wreck yesterday. View is north

SPRAWLING DOWN A 150-FOOT EMBANKMENT, THE PENNSYLVANIA RAILROAD'S CRACK "RED ARROW" LIES SHATTERED AT A SHARP CURVE IN ALLEGHENY MOUNTAINS

DEATH BY RAIL

22 die when a train jumps curve

In the predawn blackness of Feb. 18 two locomotives chuffed up the steep grades of the Allegheny Mountains near Altoona, Pa., pulling the Pennsylvania Railroad's Red Arrow on its nightly run from Detroit to New York. Then on a curving dip near famed Horseshoe Curve, the locomotives suddenly plunged off the track and into a deep ravine. After

them hurtled a mail car, a diner, two sleepers. Six other cars left the rails. As the sun rose on a scene of confusion and wreckage (above), rescuers found 22 dead or dying in the ruins, took 139 injured off to hospitals. The tragedy was the climax of a bad month for U.S. railroads; in 27 days there were 21 train wrecks in which 247 cars went off the tracks.

Derailement of Trn #68 at Bennington Curve about one mile east of Gallitzin. Train was headed by K-4's #422 and #3771 with consist of RPO, combine, coach, 2 sleepers, diner, 6 sleepers, coach and baggage car. It was running a hour late by Gallitzin and estimated at 65 mph at point of derailment. #68 was on track next to the freight train [in print above] and the excessive speed carried it across two tracks (nos 3 & 4) and plunged down steep embankment.

Data from R. R. Malinoski
Camp Hill, PA

The engineer of the train, which was drawn by three electric engines, was A. W. Phelps. The conductor was identified as R. W. Stringfellow. Each car carried about thirty-nine tons of food. The railroad made no estimate of the money loss, but said "hat in terms of the number of cars involved, the tie-up of traffic and the damage to track and to freight it was one of the worst freight wrecks of modern times."

The accident occurred on one of the most heavily traveled sections of trackage in the country. The railroad annulled hourly "clocker" trains between New York and Philadelphia as well as a number of other trains between New York and Washington. It

made arrangements to route its through trains bound for the south and west from Newark over the Lehigh Railroad tracks to Bound Brook, N. J., and over the Reading Railroad tracks to Philadelphia.

The freight train, bound from the Potomac freight yards in Alexandria, Va., was narrowly missed by a speeding passenger train going the other way just as the derailment occurred, police said.

Eyewitnesses reported cars scattered crazily over the track, some up on their ends. One heavy freight car rolled down the embankment into a meadow. Fruit and vegetables were strewn about the wreckage.

Aerial photo by Ted Kell



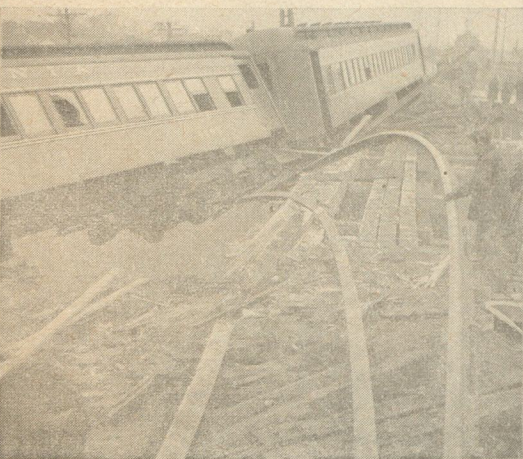
UPSIDE DOWN, "Broker" car lies on embankment as a rescuer looks for bodies. Floor is at upper right.

TRAIN WRECKAGE WHERE 83 DIED

Crash is nation's worst since 1918

In the New York area the prosaic business of commuting was becoming really dangerous. Twice in 1950, Long Island trains had met disaster, killing 111 commuters. Last week, when the Pennsylvania Railroad's crack "Broker" jumped the trestle at Woodbridge, N.J., the total deaths jumped to 194 within 12 months.

The ride that was to end in the worst U.S. rail crash in 33 years started in Jersey City on Tuesday night, when The Broker left for the Jersey shore. Heavily overloaded with commuters, including some from the strikebound Jersey Central, the train was due to cross over a temporary trestle which had been put in service only that afternoon. The engineer was supposed to slow down to 25 mph to cross the trestle. What happened next was not very clear. The engineer looked for caution lights that were not there. But when The Broker hit the trestle it jumped the track, spilling its cars, killing 83 passengers.



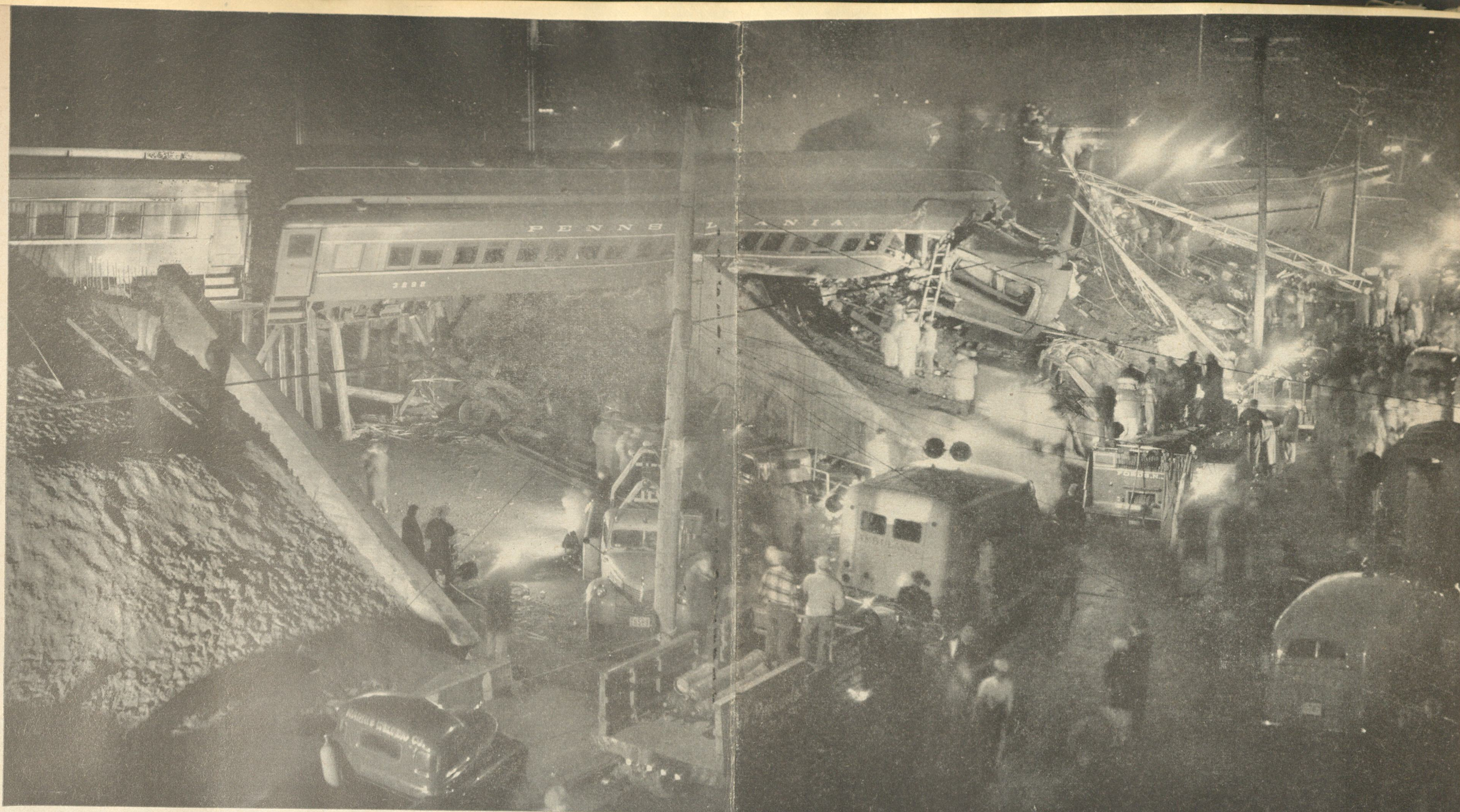
HANGING IN AIR, one of The Broker's cars jumps out across overpass. Temporary trestle is at right.

Death on the Trestle

"The place looks like a slaughterhouse blown to hell," a railroad worker said. Standing in the mud of an embankment, he was outlined by the gaudy lights of flares. A Pennsylvania locomotive lay on its side. The coal car had been tossed wide. Two cars were crushed and twisted. Others clung to the rails or tilted perilously. Rescue workers tore at the wreckage. For the third time in less than a year, a New York commuter train had cracked up disastrously.

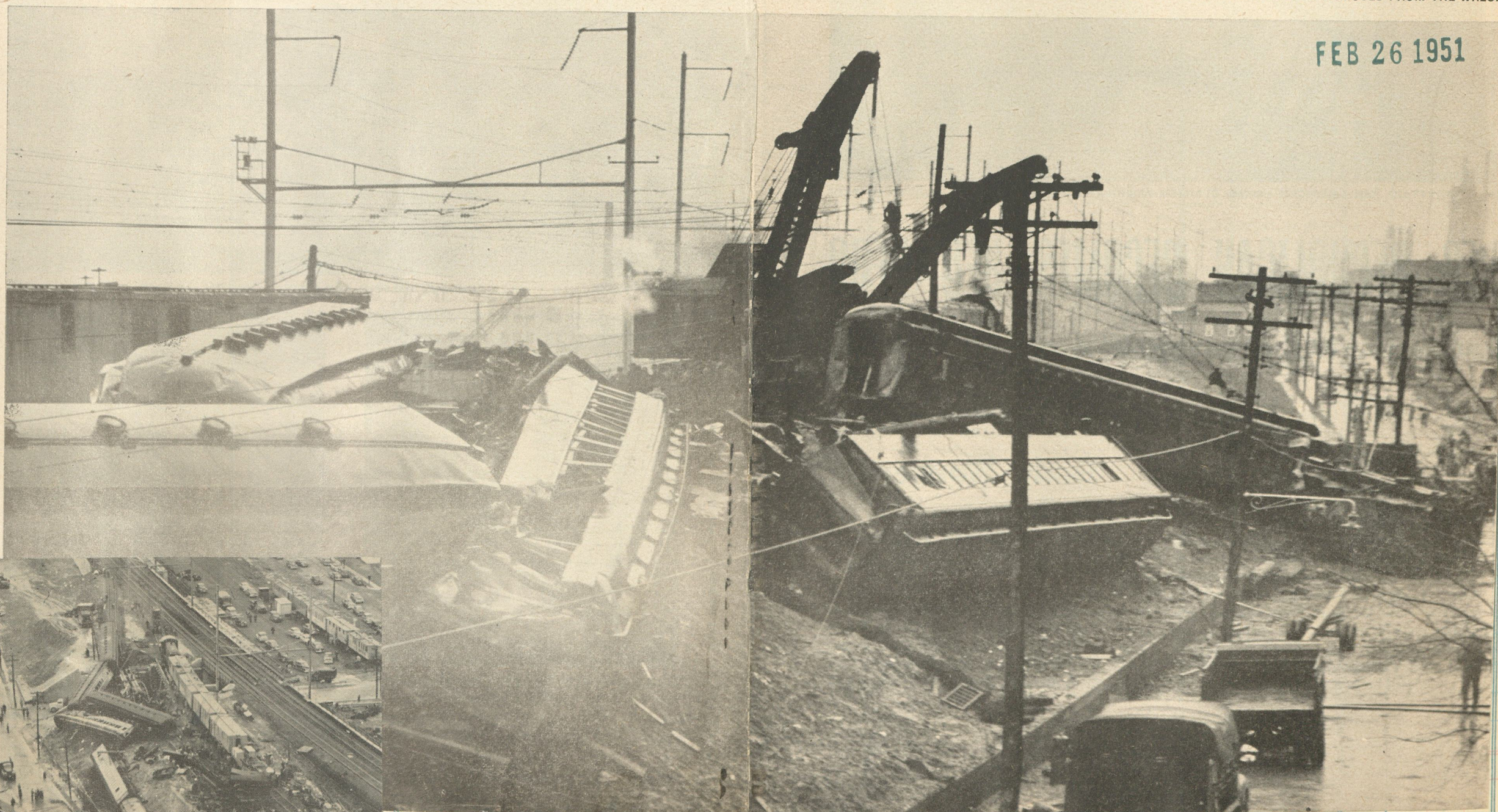
This time, it was not on the Long Island Rail Road, New York's accident-prone line, but on the Pennsylvania's North Jersey shore line.

"The Broker," carrying Wall Street executives, shoppers, and casual travelers home the night of Feb. 6, had been

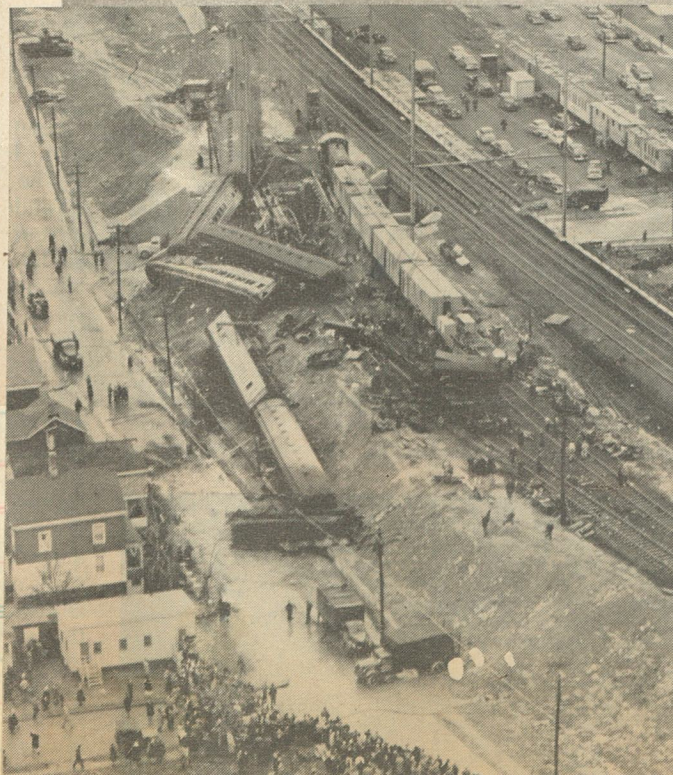


NIGHT OF WRECK (ABOVE) RESCUERS WITH LIGHTS AND LADDERS RELEASE TRAPPED PASSENGERS. BY NOON

(BELOW) RAILROAD CRANES WERE STILL LIFTING CARS AND LAST BODY HAD BEEN REMOVED FROM THE WRECK



FEB 26 1951



From the air it looked like the wreck of a toy train

unusually crowded. People were glad that the railroad strike had not stopped The Broker. More than 1,000 home-going persons were sitting and standing in the packed cars.

At Woodbridge, N.J., the highballing train slowed down slightly (the engineer said to 50 miles an hour in one interview but to 25 in others) before it hit a temporary trestle, built to allow construction of a new freeway. The Broker roared over the new structure—it was the seventh train to use it. The locomotive swayed from side to side and then spilled over the embankment, carrying most of the

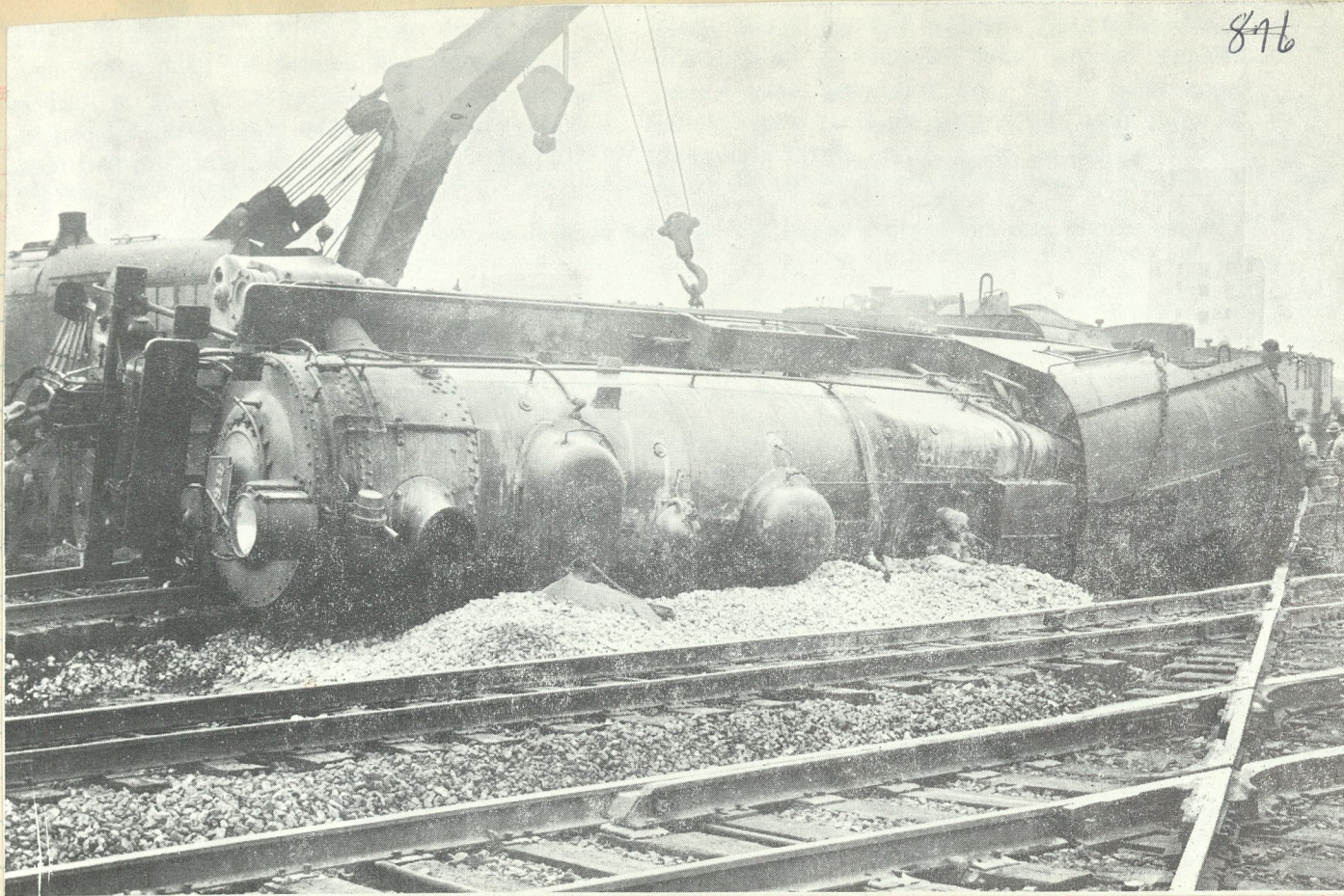
passenger cars with it. In the screaming carnage, 84 persons were killed, more than 400 injured.

Ambulances from nearby hospitals were unable to approach the wreckage. They were blocked by a milling crowd of curiosity seekers and frantic friends and relatives of those trapped in the telescoped railroad cars. All night long crews worked.

The morning was investigation time. The railroad pointed out that engineers had been expressly forbidden to cross the new trestle at speeds exceeding 25 miles an hour. But the injured engineer said

the railroad had installed no warning signals to mark the approach to the trestle. The Broker was hauled by a steam locomotive, without any speedometer. How could the engineer know his rate of speed? It was admitted that the railroad ties were not bolted to the trestle.

Fearful that their own daily train might be next, commuters called for strong government action to enforce safety precautions. The Woodbridge wreck could cost the Pennsylvania up to \$75,000,000 in damages.

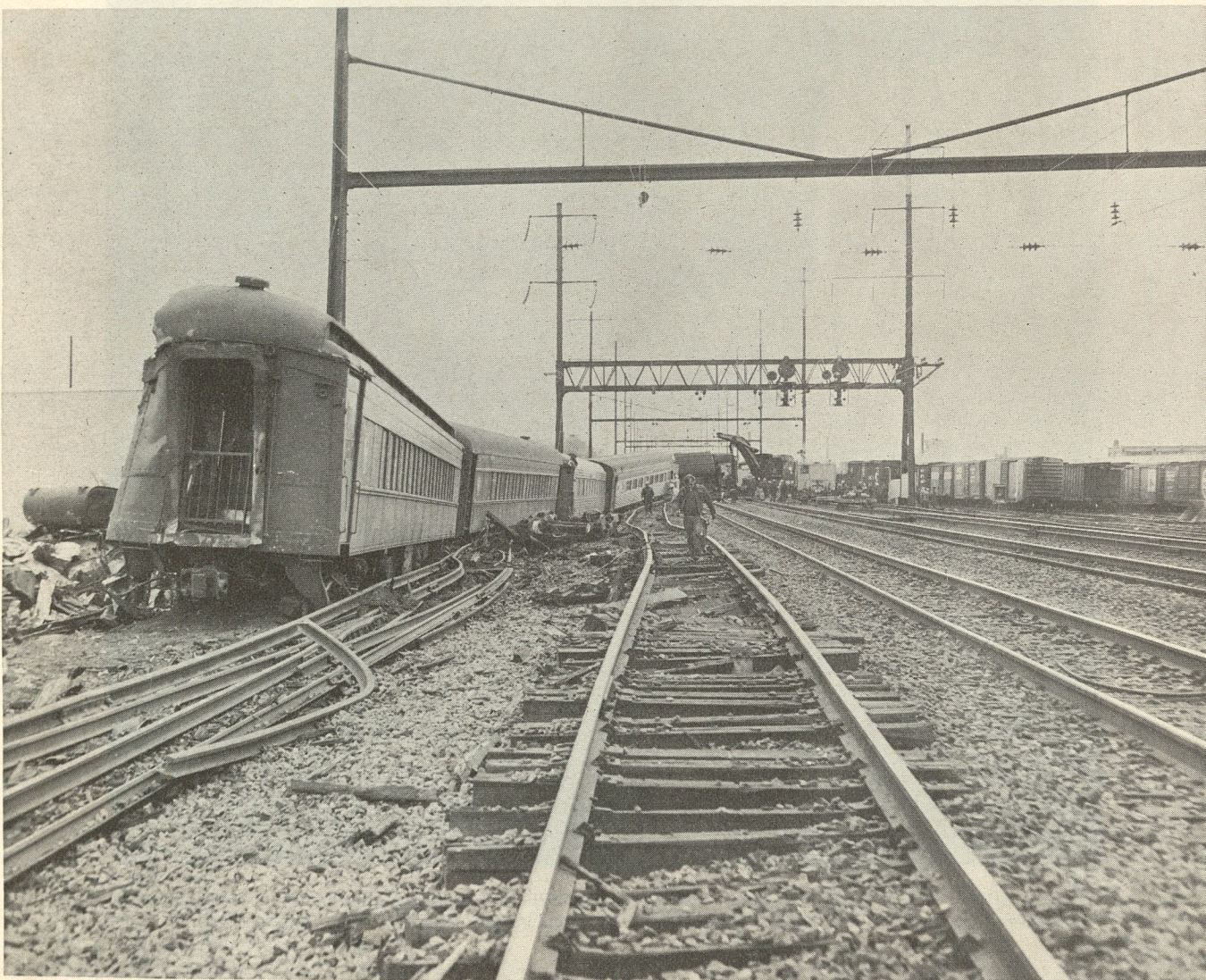


In Sept '41 Ten wheeler #816 (Juniata 1923 c/n 3811) lost her balance and rolled over in a Chicago yard.



One of the most spectacular wrecks to occur was when the Federal Express was approaching Washington on the morning of January 15, 1953 and the train brakes failed to take hold. The big GG-1 plowed into the station concourse and broke thru the floor over the baggage room. To remove the 4876 it was necessary to cut her up in six separate pieces. She was then stitched together at Altoona and returned to service as shown below.

For complete details see Book #17



PENN CENTRAL big hook cleans up the aftermath of an April 23 wreck at Holmesburg Junction in Philadelphia. Fourteen dead-head coaches of a 19-car train en route from New York to Phila-

1971

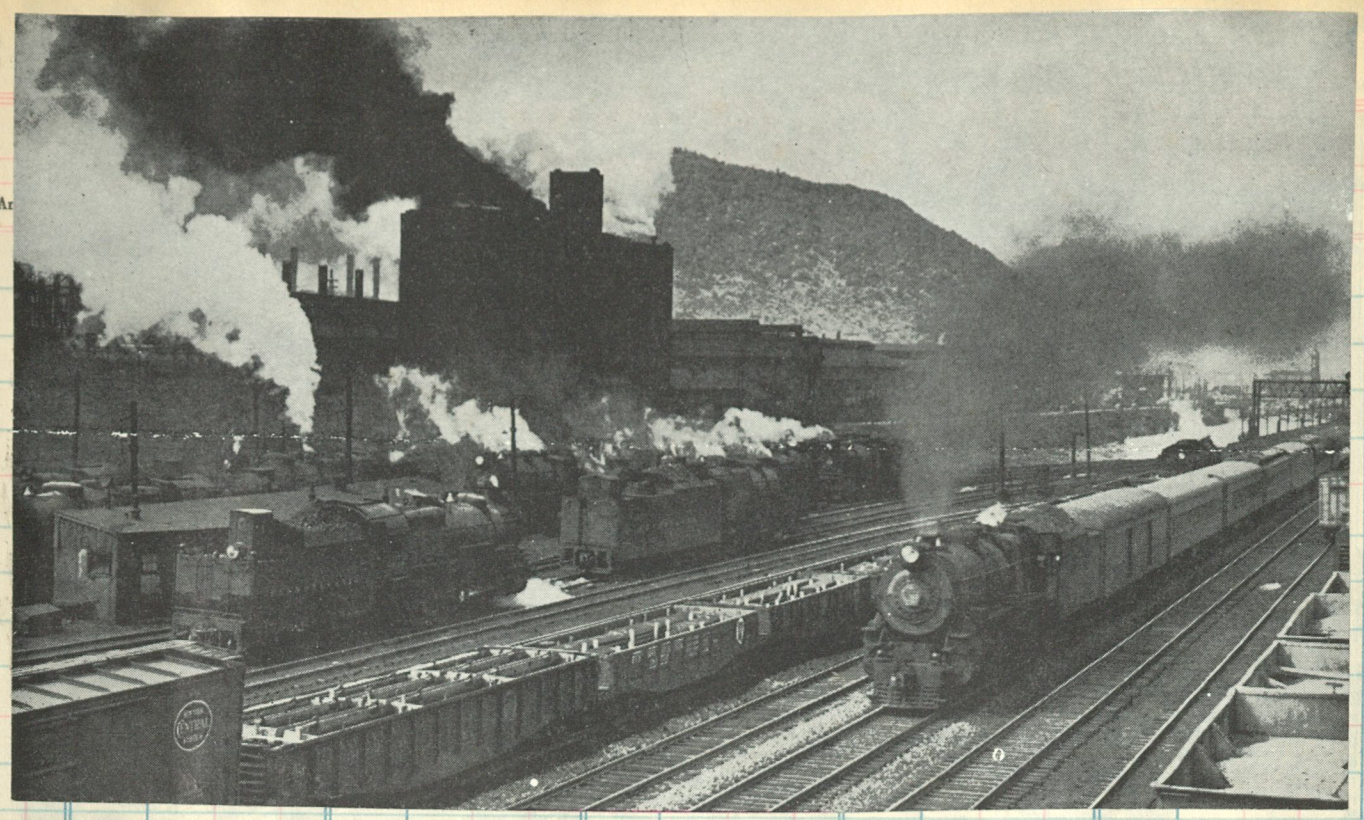
delphia derailed, and a burned-off journal fouled an adjacent track, causing a passing freight to derail also. The four-track main line of PC was blocked for almost 16 hours during cleanup operations.

E. S. McKeown.

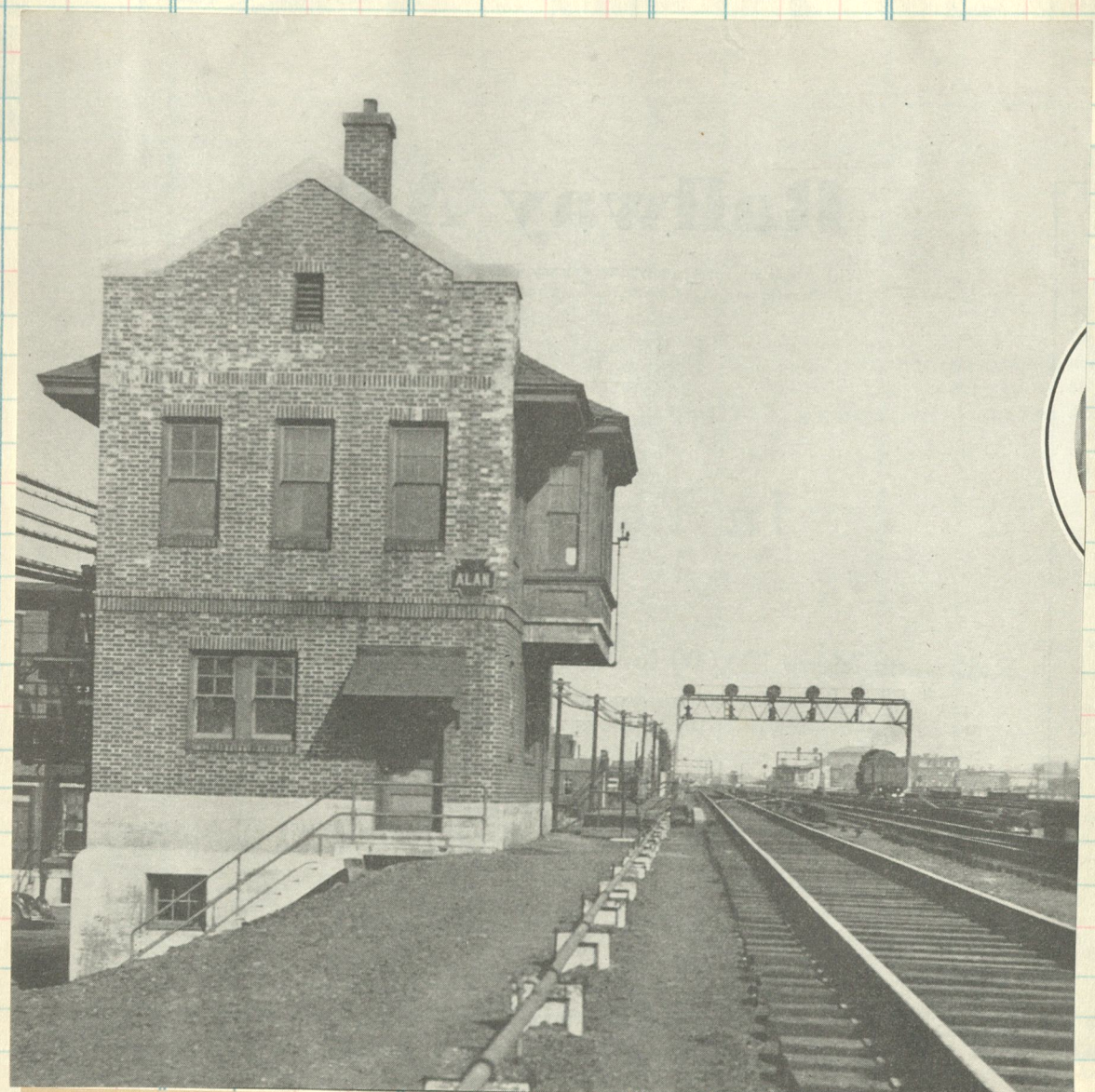




★
*Taking
the Curve*
Winter's Handiwork
Adds Beauty to
This Reading
Freight



Clos. No. Sold Amount



ALAN tower, 0.4 mile east of the Camden ferry terminal

OKM



100 cars of coal, 6,450 tons, was handled by the 1221 (H-8b Juniata 1909 c/n 1950) from Altoona to Enola yard [downhill] a run of 127 miles. This pix was used by the Pennsy P/R Dept.



A NEW YORK-CHICAGO EXPRESS.

The train is being hauled by two of the largest and most powerful "Pacific" locomotives. It is going round the famous Horse-Shoe Curve in the Alleghany Mountains, Pennsylvania.

Clos. No.



Station For Railroad, Pa.

Station for Railroad (Pa.) Post Office is Shrewsbury, 36 mi. south of Harrisburg on the Pennsylvania's Northern Central. "Railroad" is believed to be the only town so named in the country. It does not appear in the "Official Guide" but "Railway Park", on the Reading, does.

Near Downingtown, Pa.



Train time at Harrisburg

TRAINS & TRAVEL: Al Rung.



Crossing the Susquehanna at Harve de Grace, Md.

E. Treloar.



A 2-10-4 takes an eastbound freight down the multiple-track main line of the Pennsylvania at South Fork, Pa., en route from Pittsburgh to Altoona. Tonnage is indicative of parallel industrial territory.



Tower "R", near Bessemer, on the Pittsburgh Division

SELLER
DATE
FORM

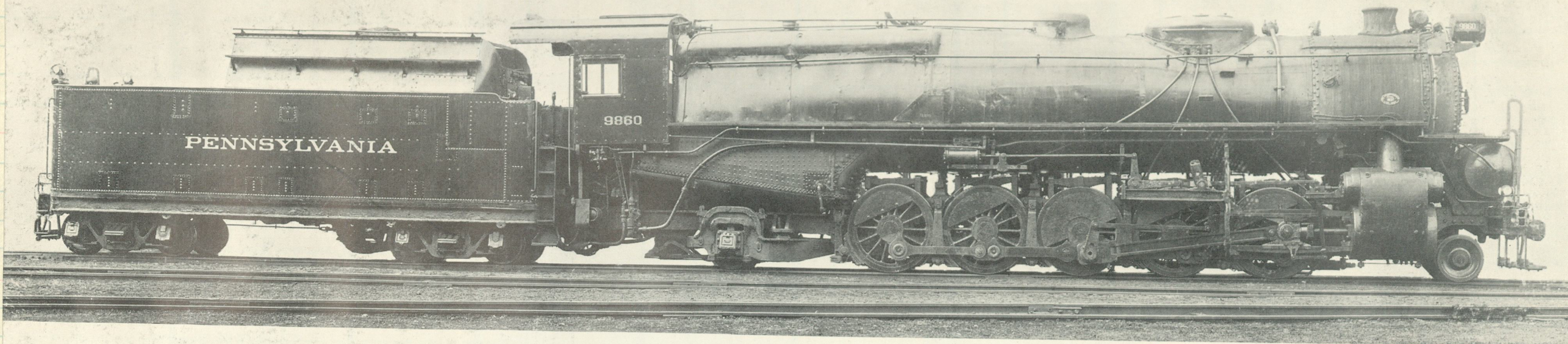
Recap: 2-10-2 Type

N-1s 59 engines
N-2sa 129 engines
Total 188 units
as of 1938

SANTA FE

#9860
Baldwin 1919
c/n 52331

Clos. No. Sold Amount



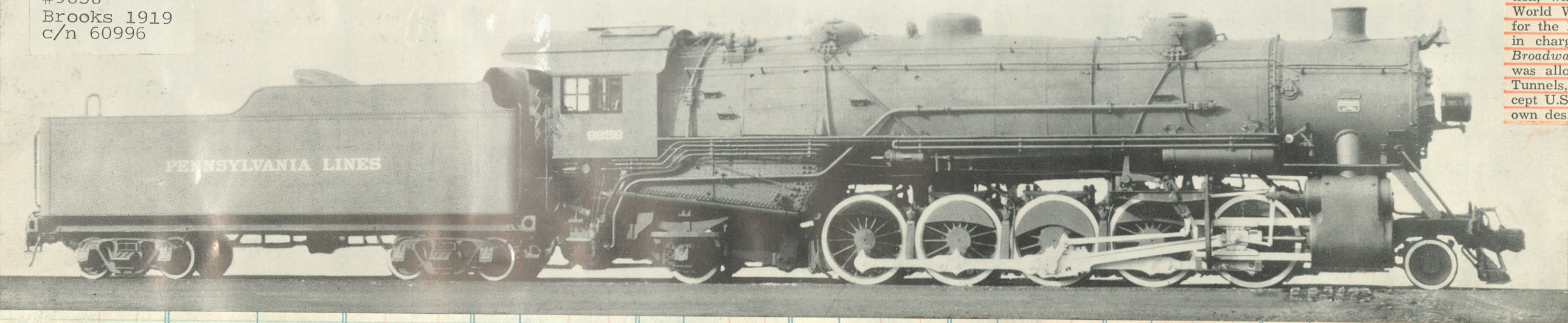
Class N-1s freight locomotive

Road numbers of this series	Promiscuous	Weight on leading truck, lbs.	25,000
Built	American, Baldwin, 1918-1919	Weight on trailing truck, lbs.	59,000
Cylinders, diameter and stroke, in.	30 x 32	Weight of engine and tender, lbs.	641,100
Diameter of drivers, in.	62	Grate area, sq. ft.	79.93
Tractive force, lbs.	84,890	Evaporative heating surface, sq. ft.	4727
Boiler pressure, lbs. per sq. in.	215	Superheater heating surface, sq. ft.	1364
Total weight of engine, lbs.	435,000	Tender capacity: Tons of coal	19.65
Weight on drivers, lbs.	351,000	Gallons of water	9600

Class N-2sa freight locomotive

Road numbers of this series	Promiscuous	Weight on leading truck, lbs.	26,700
Built	American, Baldwin, 1919	Weight on trailing truck, lbs.	57,000
Cylinders, diameter and stroke, in.	30 x 32	Weight of engine and tender, lbs.	591,900
Diameter of drivers, in.	63	Grate area, sq. ft.	88.27
Tractive power, lbs.	73,829	Evaporative heating surface, sq. ft.	4980
Boiler pressure, lbs. per sq. in.	190	Superheater heating surface, sq. ft.	1222
Total weight of engine, lbs.	380,700	Tender capacity: Tons of coal	16.9
Weight on drivers, lbs.	297,000	Gallons of water	12,000

#9858
Brooks 1919
c/n 60996



The United States Railroad Administration, which took over the railroads in World War I, was an intolerable grind for the PRR. An NYC man was placed in charge of the Eastern region, the *Broadway Limited* was cancelled, B&O was allowed to use the Hudson River Tunnels, and Pennsy was forced to accept U.S.R.A. locomotives in place of its own designs.

Brooks 1919
c/n 61136



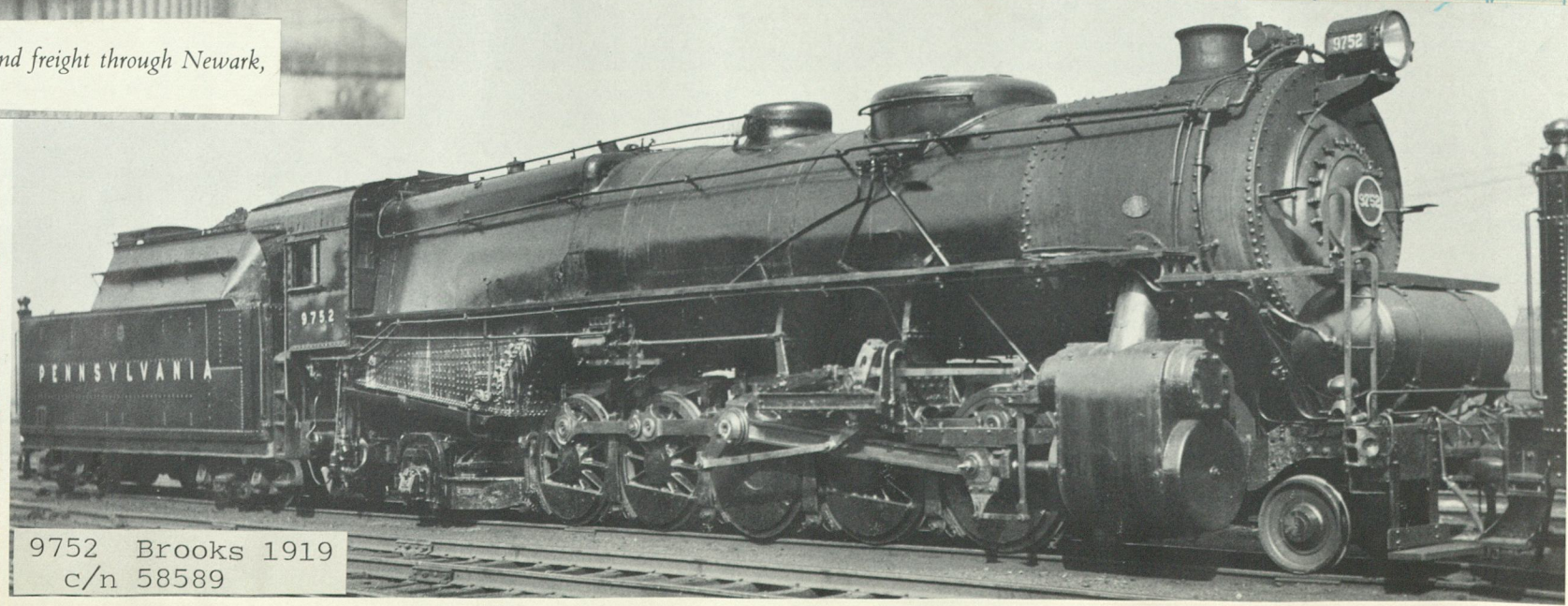
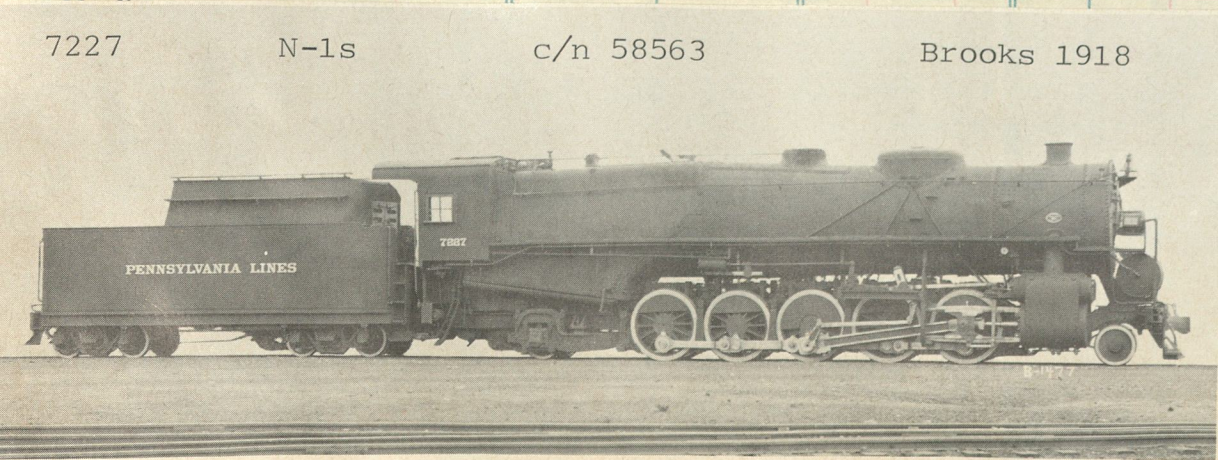
8912

N-2s 60 engines 30x32cyl 63"DR 190BP 73,829TF 380,000wgt(N-2sa:380,700) Brooks, Baldwin, 1919

Class N-2s Engine 8159, as yet little changed from her USRA standard pattern, wheels a westbound freight through Newark, Ohio on September 26, 1925.

Total

7227 N-1s c/n 58563 Brooks 1918



9752 Brooks 1919
c/n 58589

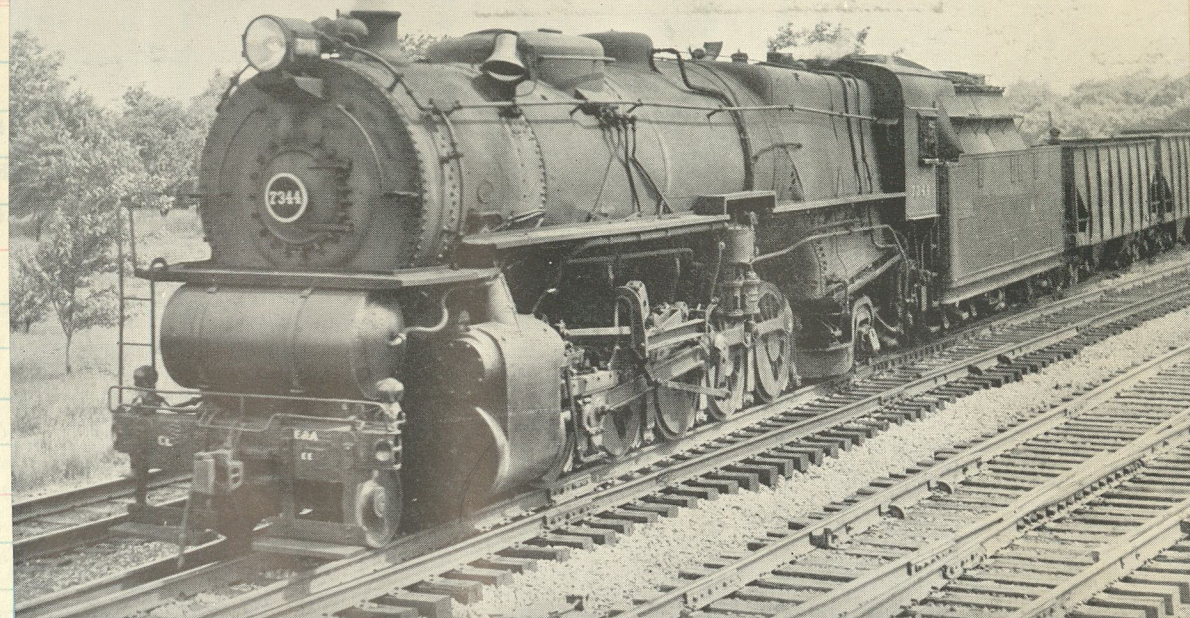
N-1s 60 engines 30x32cyl 62"DR 215BP 84,890TF 435,000wgt Brooks, 1918-19, Baldwin, 1919

Paul Eilenberger collection/Charles T. Felstead

7343 rolls a westbound local along near Valparaiso, Ind. N-2sa Baldwin 1919

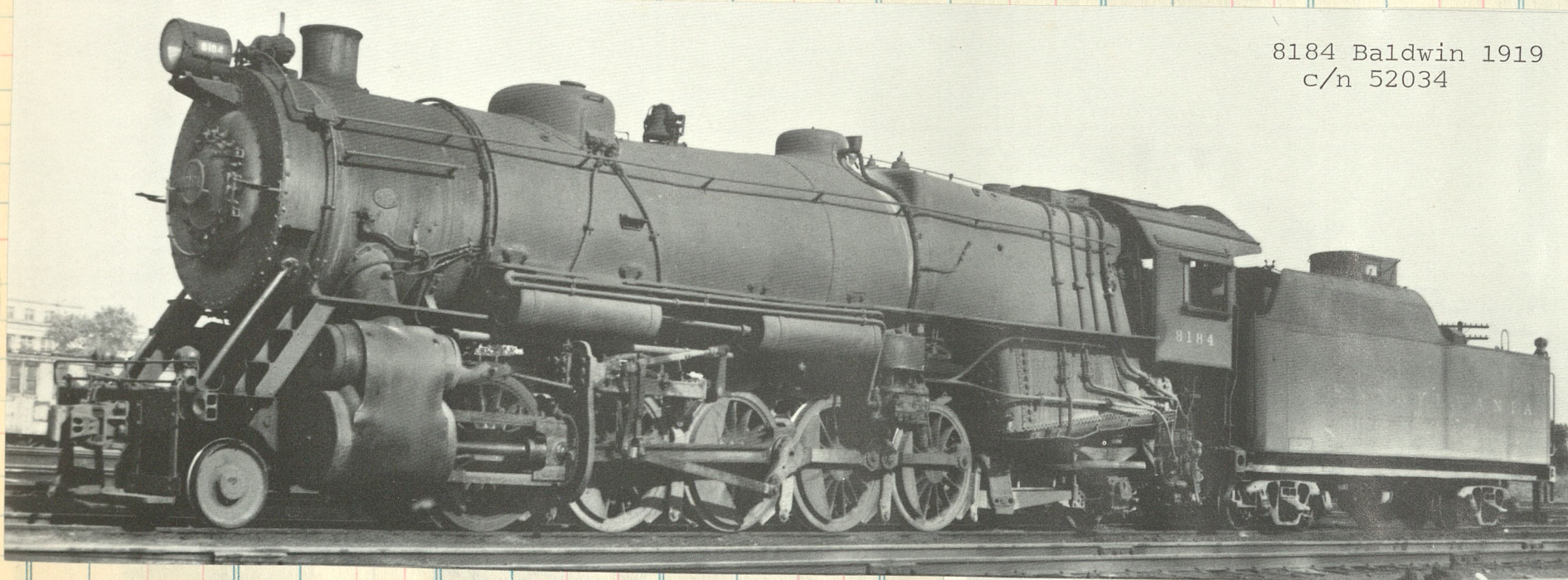


N-1s Dunkirk 1919 59

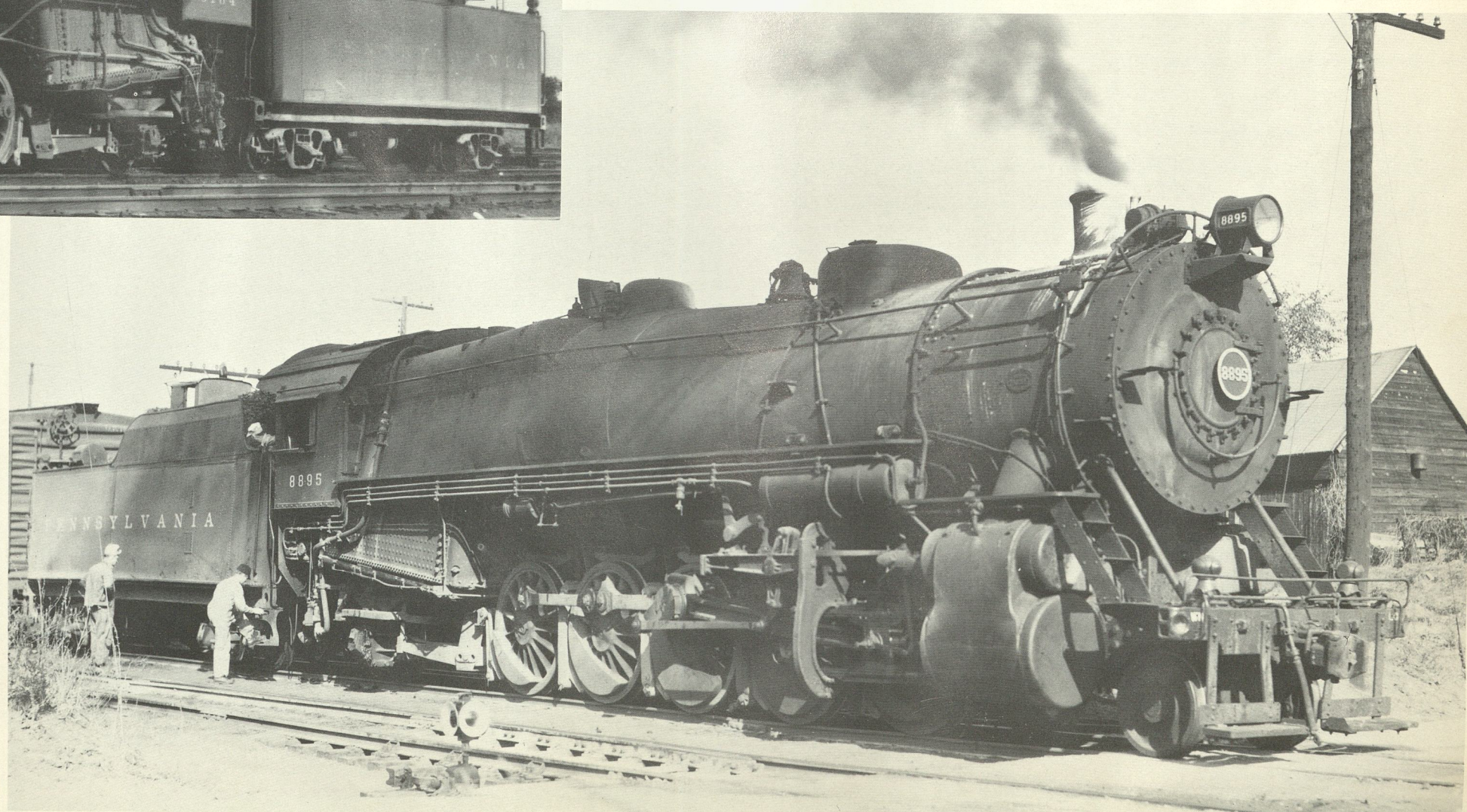
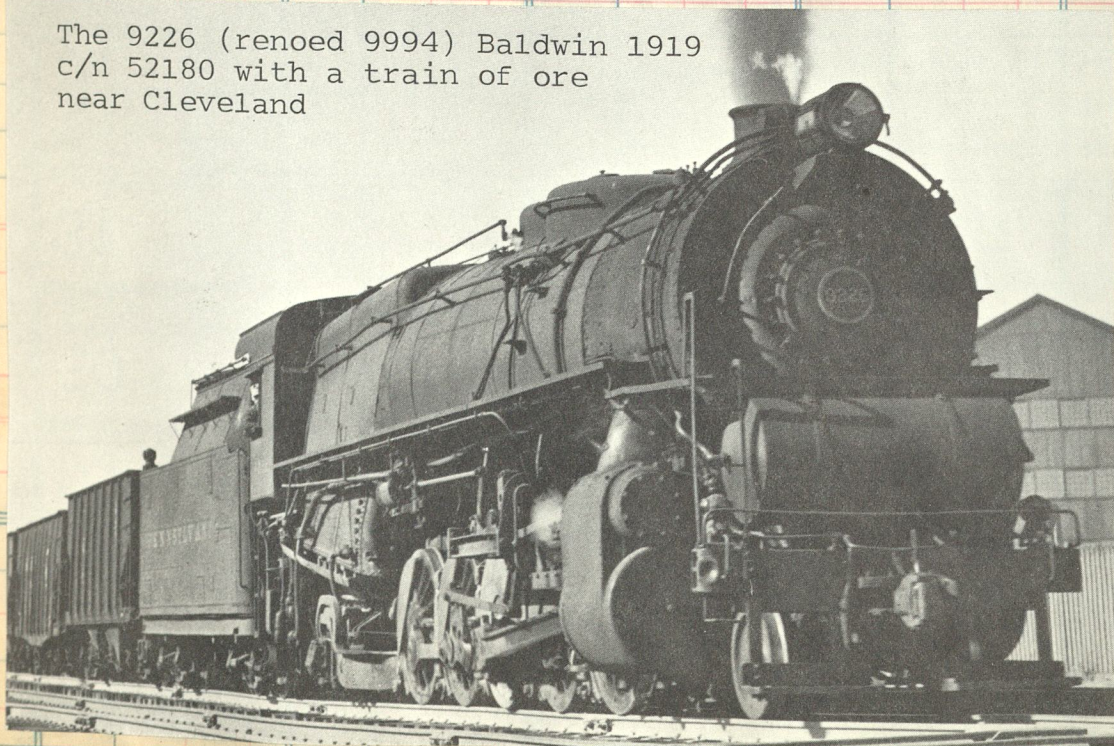


A PAIR of Pennsylvania N-1 2-10-2's wheeled one of the strangest freight trains America has ever seen through Indiana in 1922. It was known as the *Prosperity Special* [see July TRAINS, page 62], and it consisted of 50 Southern Pacific 2-10-2's from the Baldwin Locomotive Works. Instead of shipping them out one by one, Baldwin's Samuel Vauclain conceived the idea of sending all 50 in one train. The result was a morale boon to a people that were experiencing a post-World War I slump; it was also the greatest advertising feat ever put across by a steam power builder. The locomotives went over the Pennsy (via Fort Wayne) to East St. Louis, then rode Cotton Belt rails to the Southern Pacific at Corsicana, Tex. Also see Pg 63

8184 Baldwin 1919
c/n 52034



The 9226 (renood 9994) Baldwin 1919
c/n 52180 with a train of ore
near Cleveland



October 27, 1946 finds N-2sa 8895 at South Bend on a freight.

Brooks 1919 c/n 61200

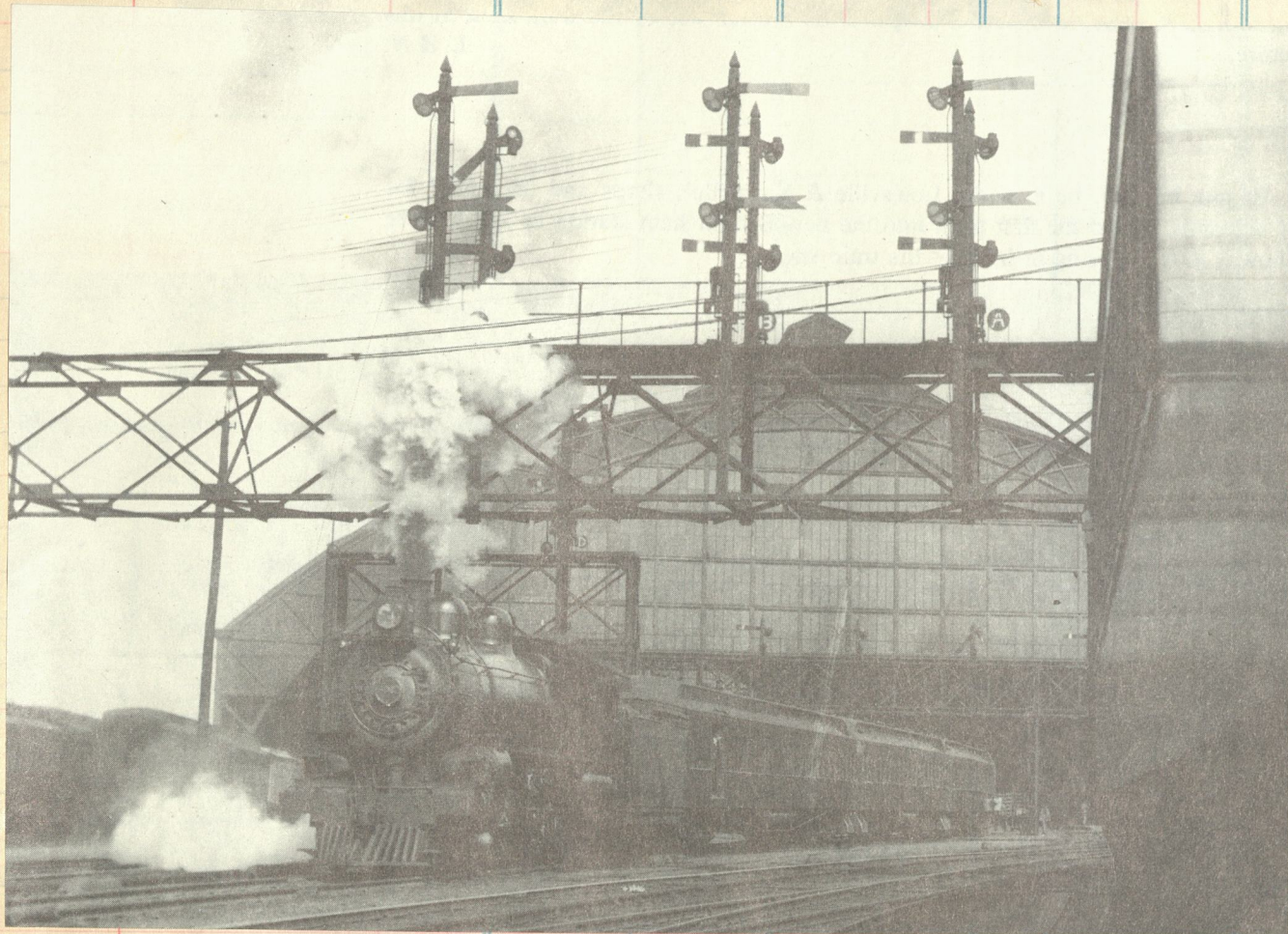
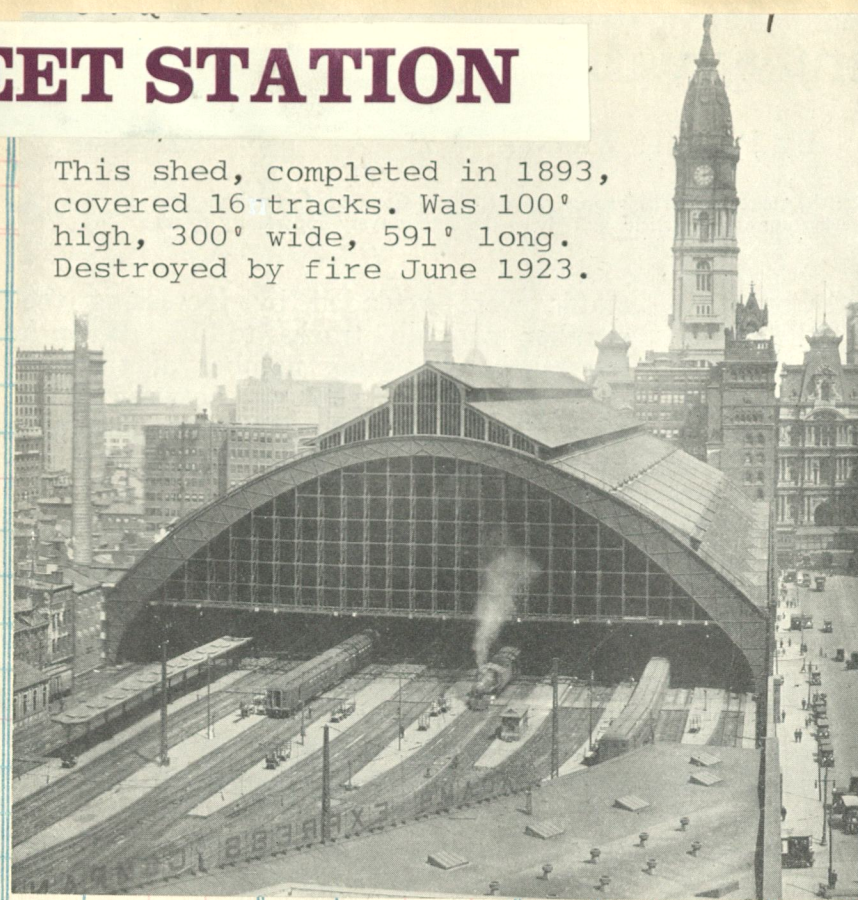
60

The first Broad St trainsheds
blt 1881, removed 1893.

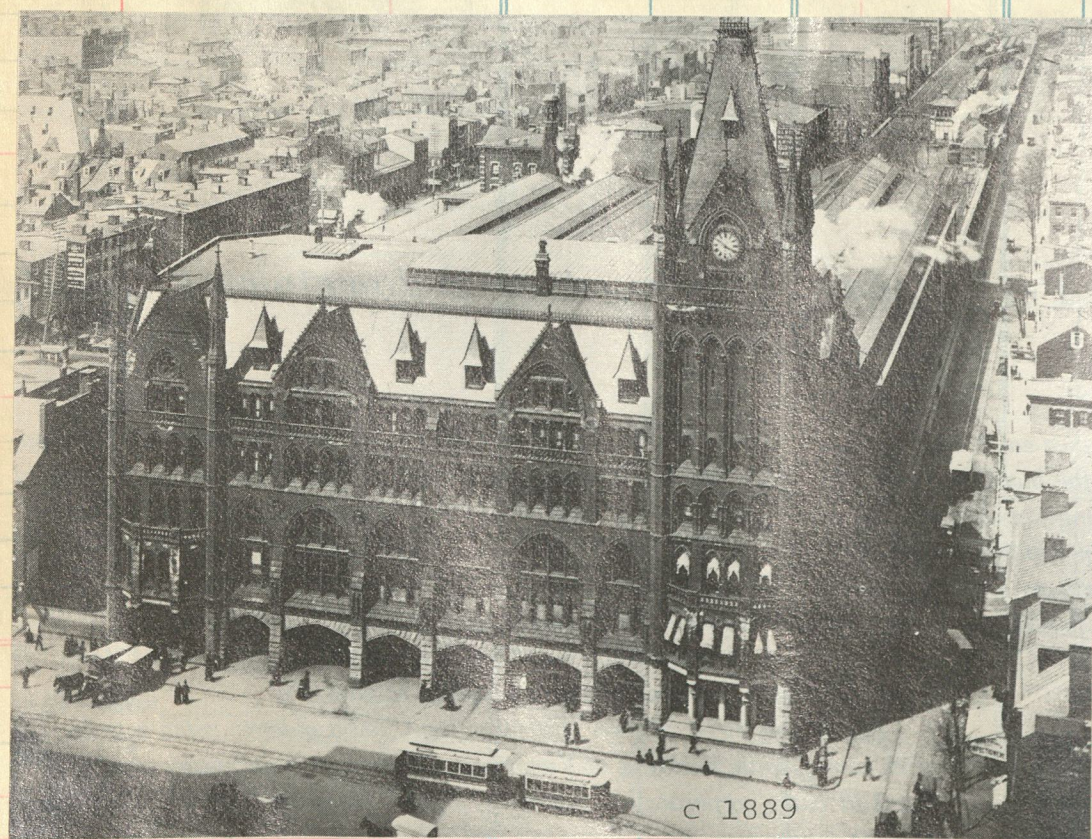


BROAD STREET STATION

This shed, completed in 1893,
covered 16 tracks. Was 100'
high, 300' wide, 591' long.
Destroyed by fire June 1923.



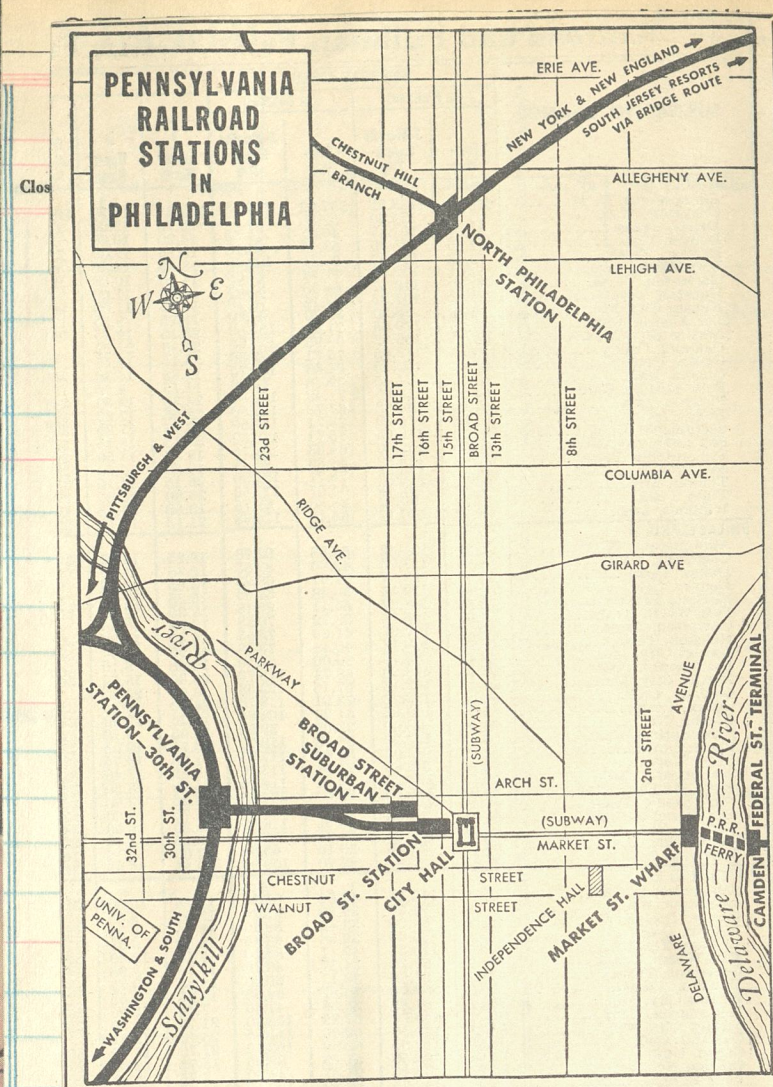
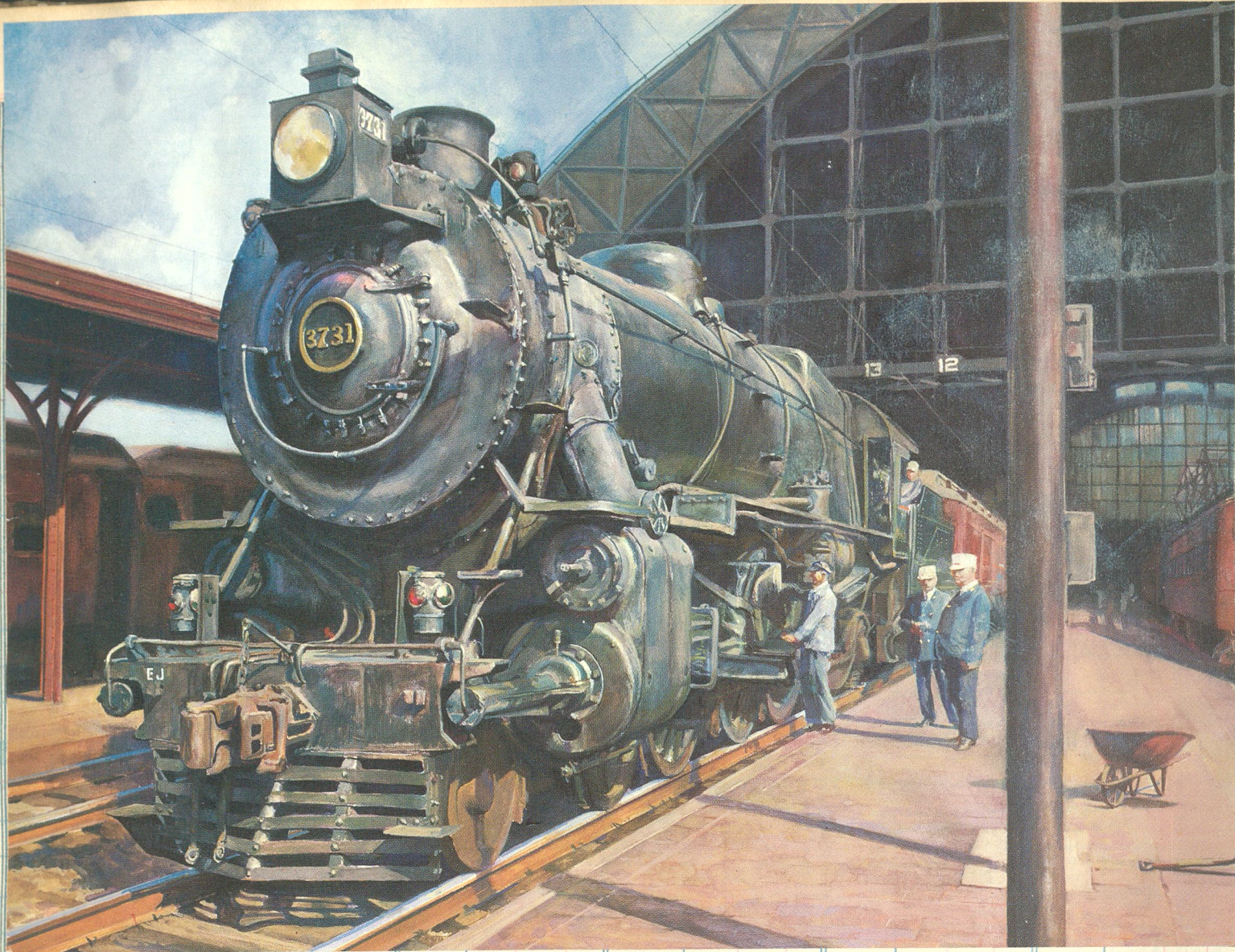
LOOKING east from 20th and Cuthbert Streets in 1913 across storage yard, turntable, gantry signals toward Broad's trainshed.



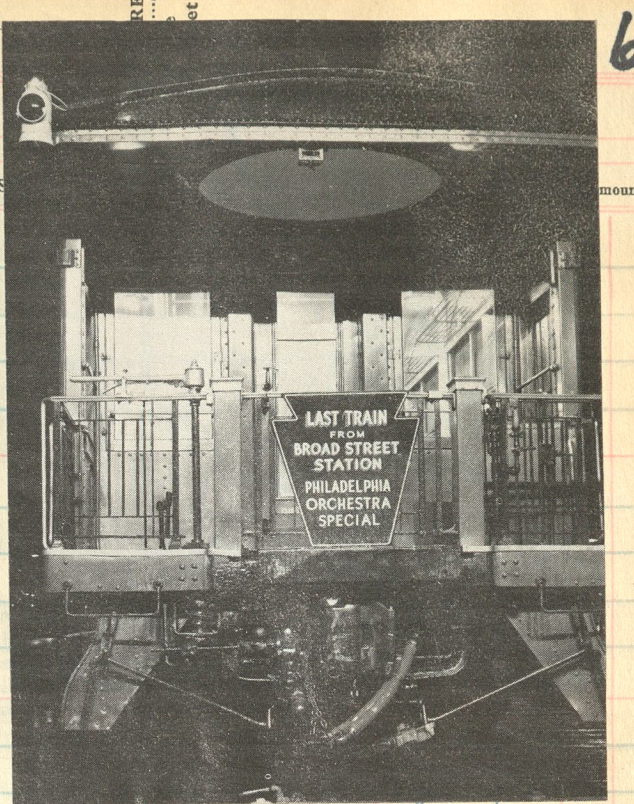
Philadelphians revered the Broad Street Station much
as a 'Queen Mother' and one would have to be a native
to understand this loyalty. In truth it was much the
same as dozens of other stub track terminals in the
United States located in confined areas.

Remains of the trainshed after the fire
June 1923





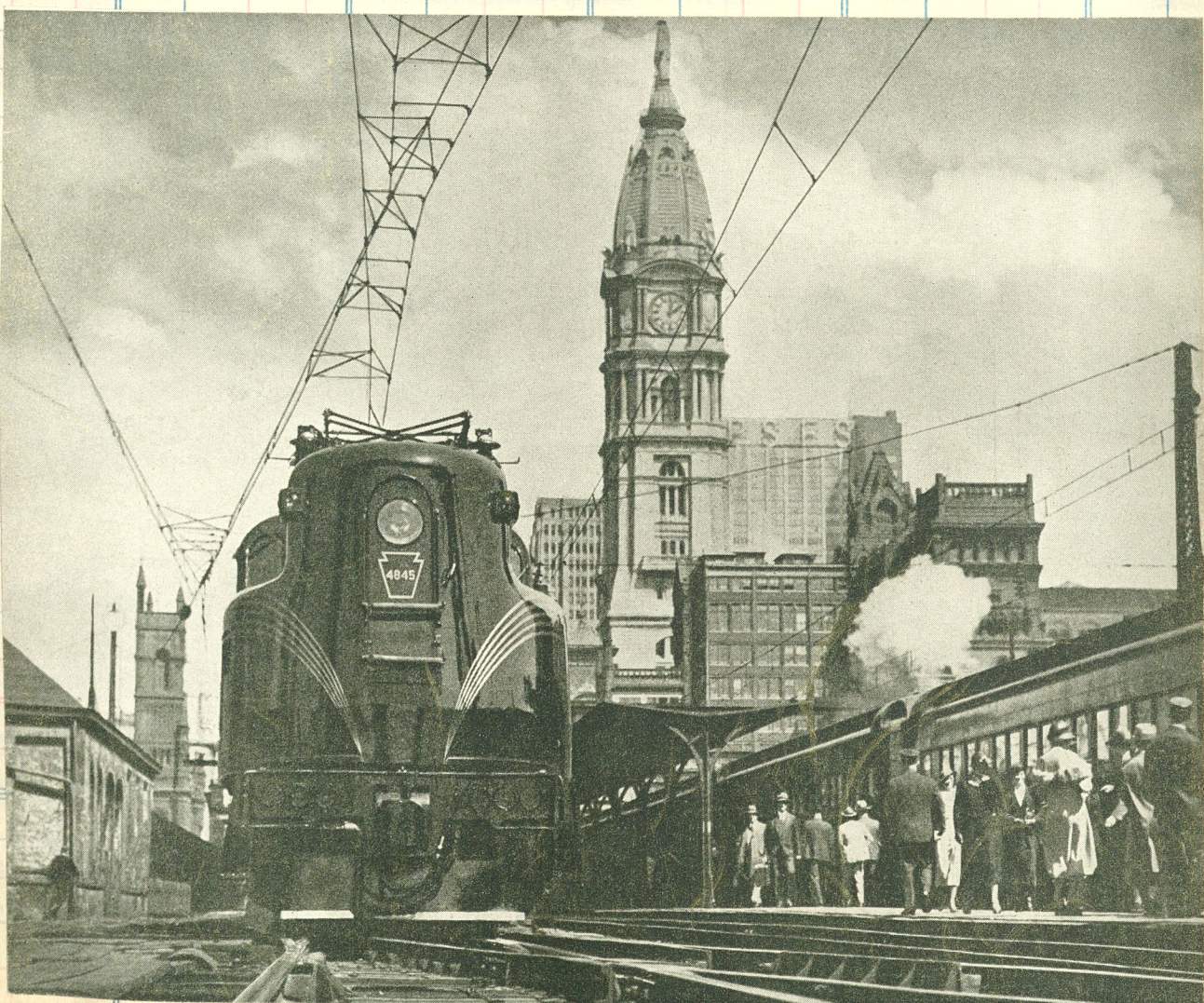
(Eureka 4423)
U. S. A.



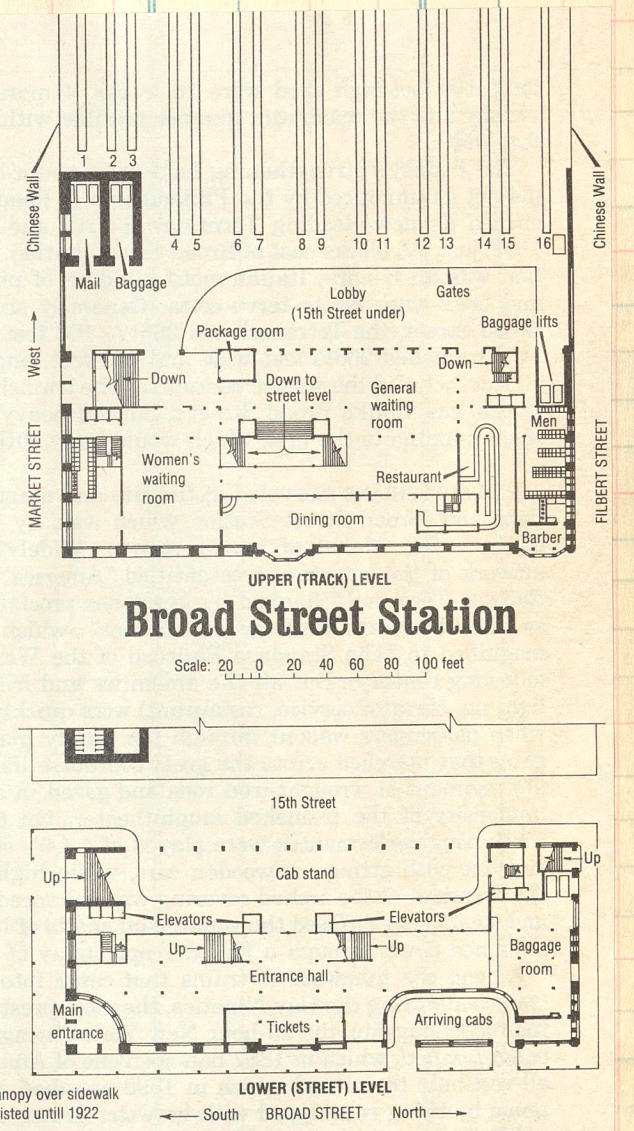
THE VIEW from Gate 13 on April 27, 1952 . . . the strains of "Auld Lang Syne" ended what began in 1881.



Results of the second fire, September 1943

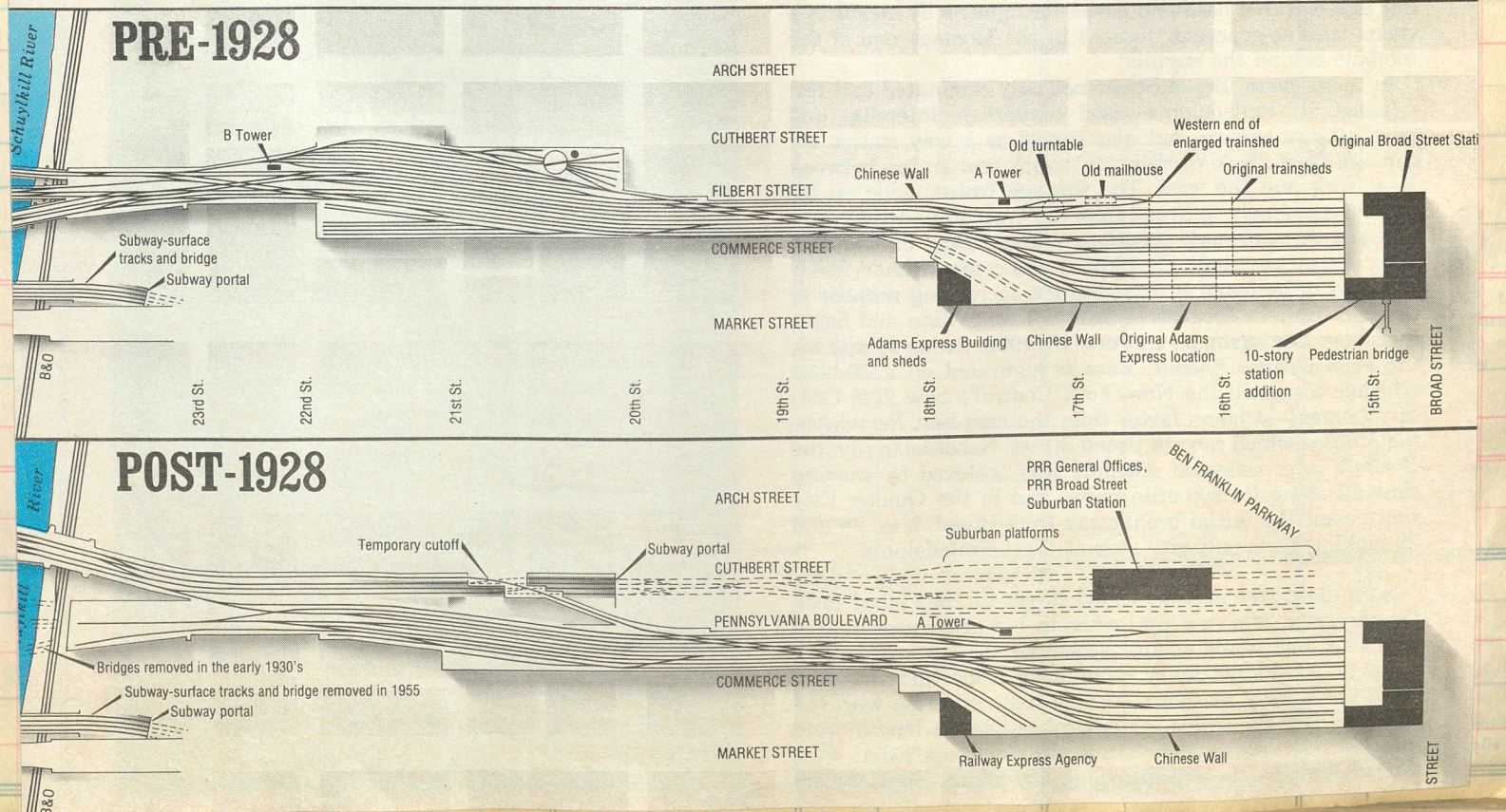


Philadelphia, 1928

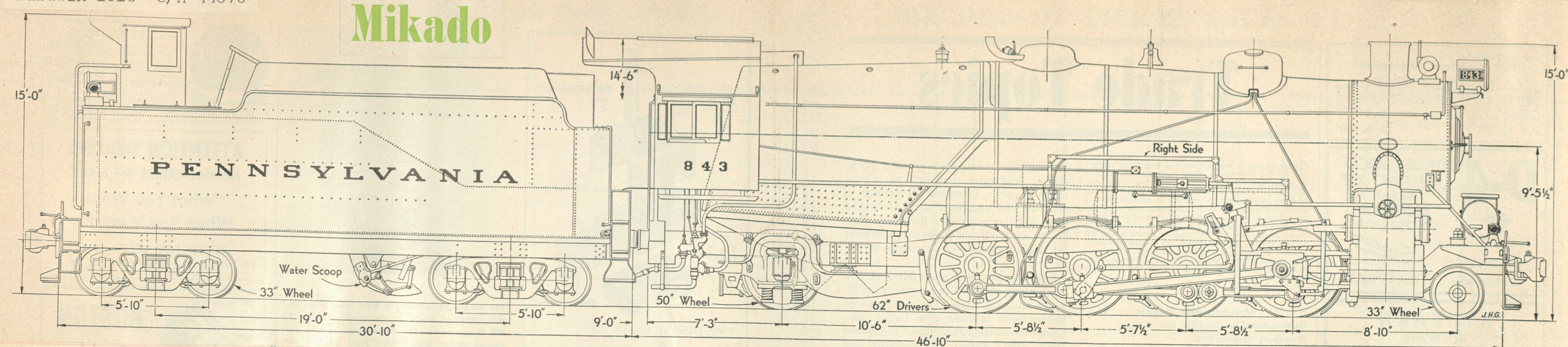


Broad Street Station

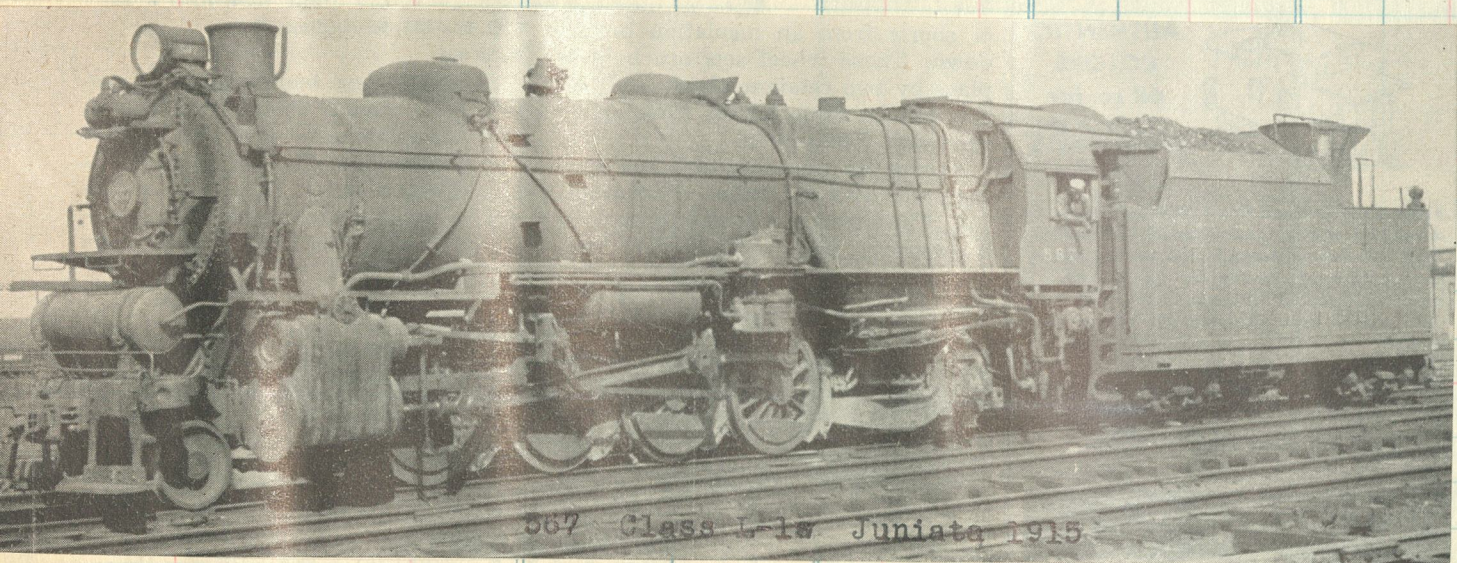
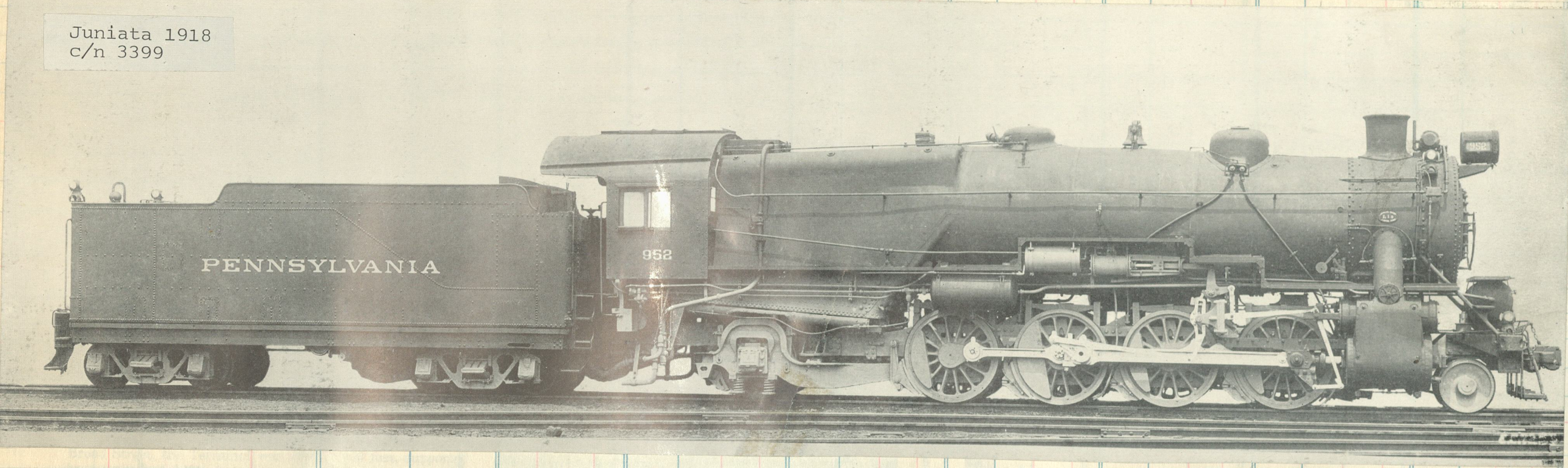
Scale: 20 0 20 40 60 80 100 feet



Baldwin 1916 c/n 44670



Juniata 1918
c/n 3399



567 Class L-1s Juniata 1915

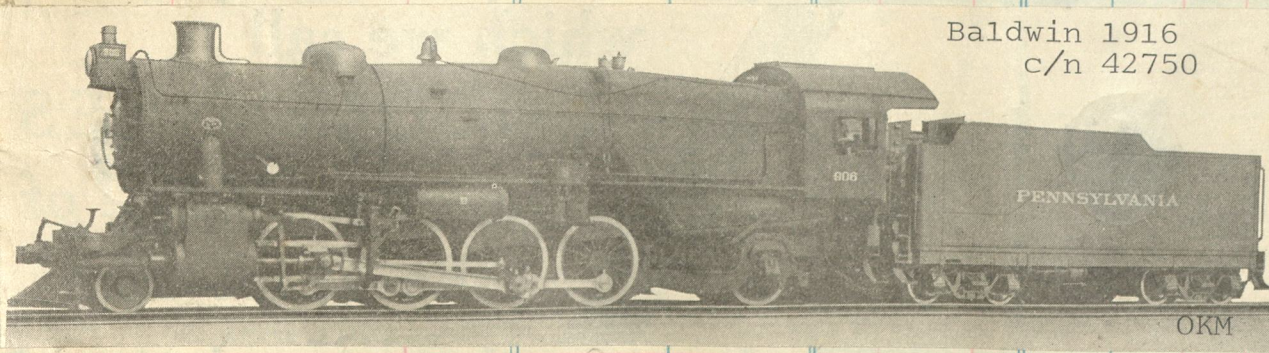
#9630, ex GR&I #111
Schenectady 1919
c/n 60942



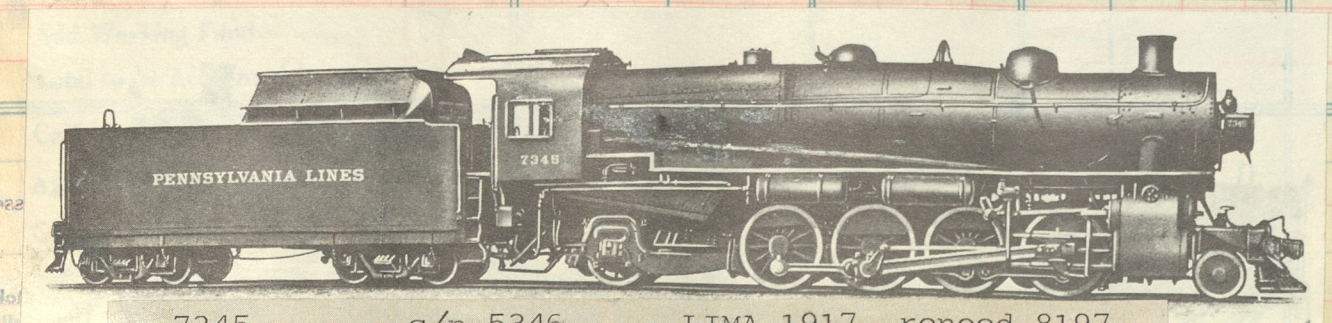
Class L-1s freight locomotive

Road numbers of this series	Promiscuous	Weight on leading truck, lbs.	31,000
Built	PRR, Baldwin, Lima, 1914-1919	Weight on trailing truck, lbs.	61,200
Cylinders, diameter and stroke, in.	27 x 30	Weight of engine and tender, lbs.	514,550
Diameter of drivers, in.	62	Grate area, sq. ft.	69.89
Tractive power, lbs.	61,465	Evaporative heating surface, sq. ft.	4041
Boiler pressure, lbs. per sq. in.	205	Superheater heating surface, sq. ft.	943
Total weight of engine, lbs.	324,700	Tender capacity: Tons of coal	19.47
Weight on drivers, lbs.	232,500	Gallons of water	8835

Recap: 2-8-2 Type
L-1s 581 engines
L-2s 5 engines
Total 586 units
as of 1938



Baldwin 1916
c/n 42750



7345 c/n 5346 LIMA 1917 renoed 8197

#4126
Juniata 1915
c/n 2976

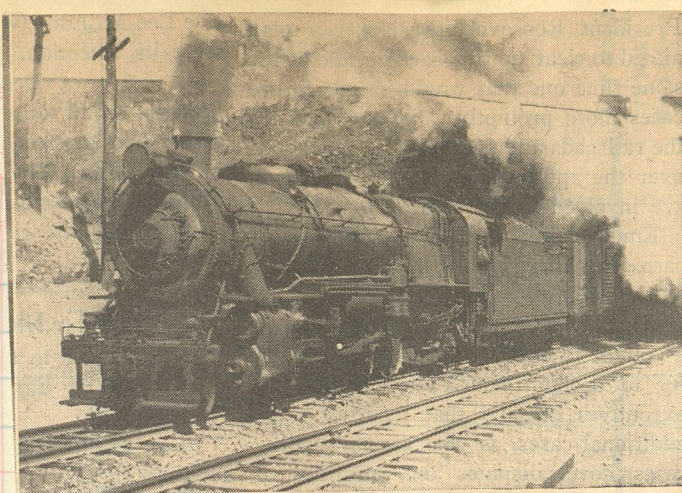


The photo shows a Tyrone-bound freight approaching Dix Station—a humble, concrete telephone shanty behind the photographer.

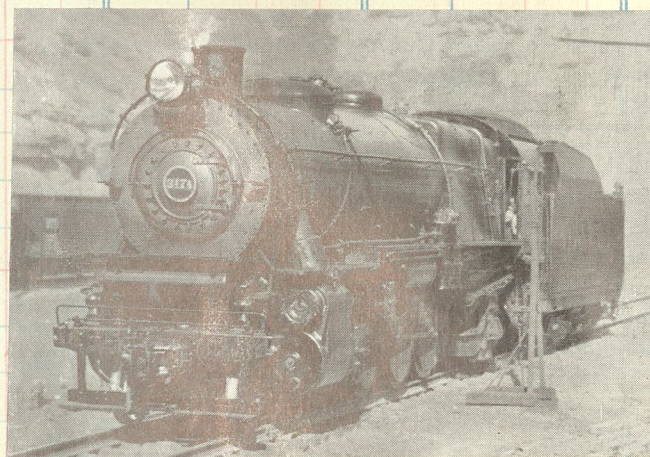
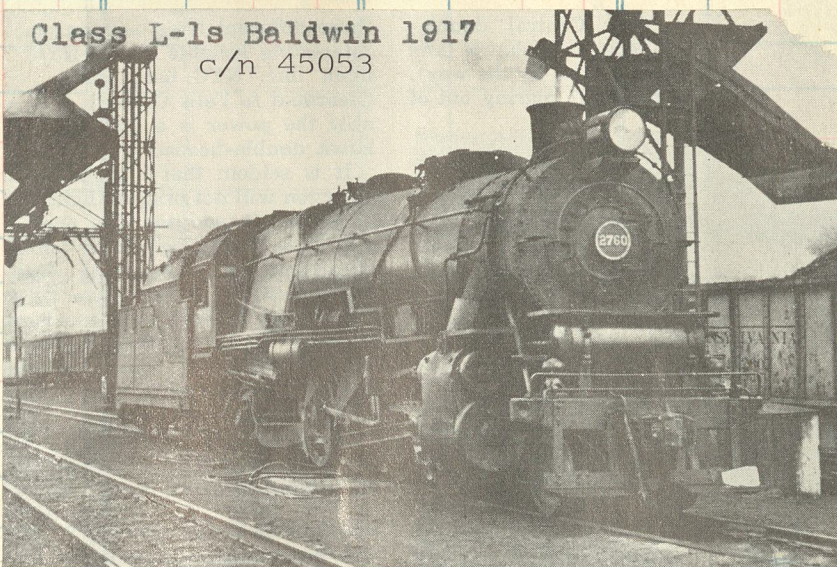
Tyrone-Loch Haven Branch.



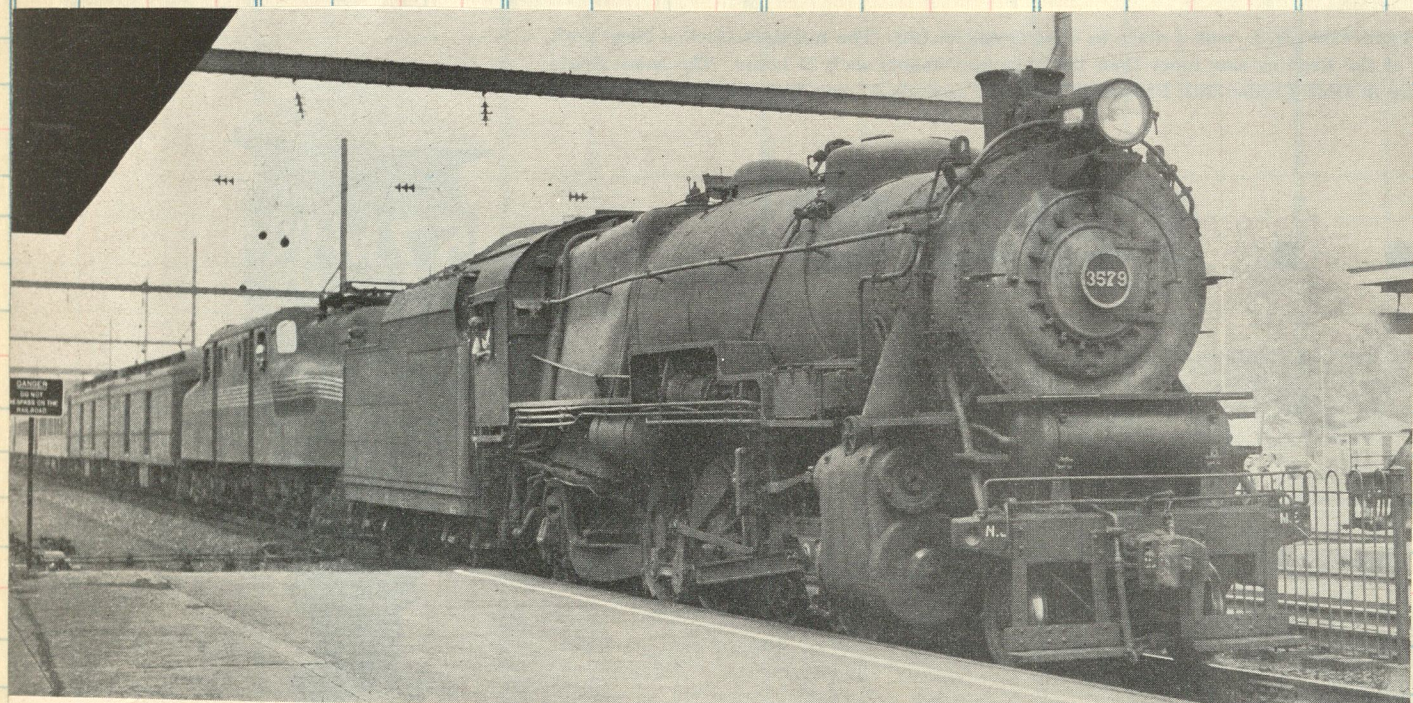
The 8197, former #7345, [see lower left, opposite page] works up the hill near Marysville, Pa.



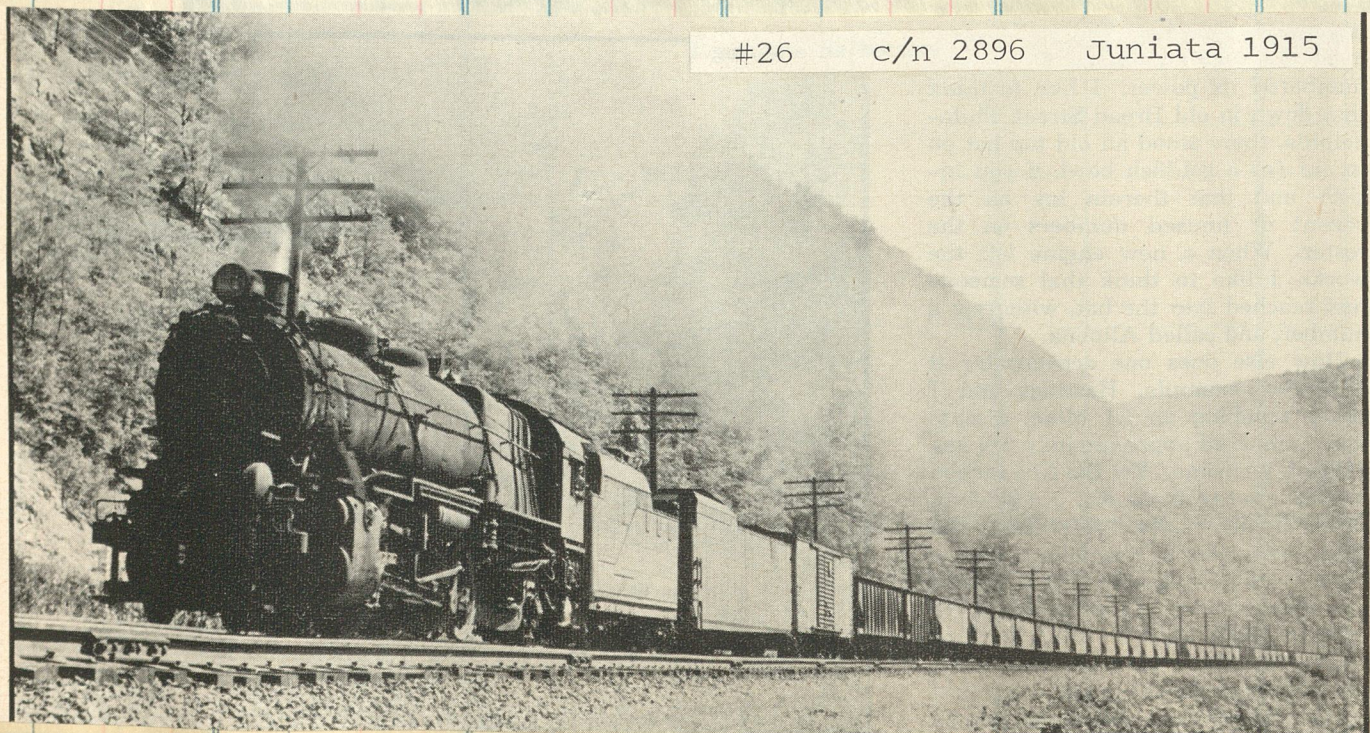
PENNSY ENGINE 4190 HAULING FREIGHT NEAR HALETHORPE, MD.



#3474
Baldwin 1916
c/n 42979



5 OH, OH—a wreck on Pennsy's main line has required rerouting over the Reading. The train's inoperative GG1 electric is piloted west through West Trenton by footboarded L1 Mike No. 3579. Engineers of the steam and electric power appear to be engaged in a conversation, but it is doubtful that the talk is audible over the rod clank of the elderly (Baldwin 1919) 2-8-2.



#26 c/n 2896 Juniata 1915

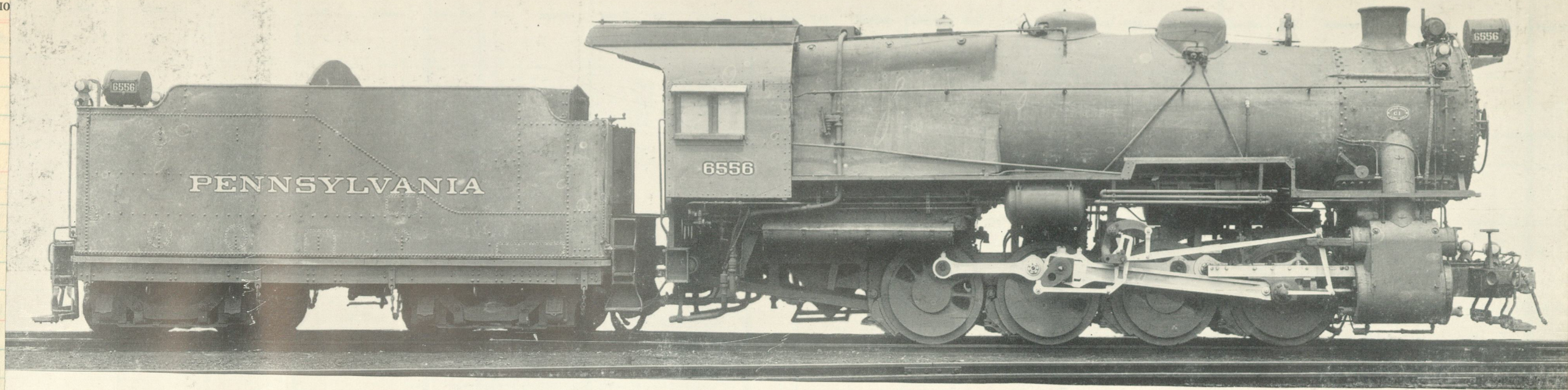


On May 26, 1922 a pair of L-1's departing the Baldwin Eddystone plant with the first group of twenty Southern Pacific 2-10-2's "Prosperity Special" movement.

SELLER
DATE
FORM
DESTINATION

Juniata 1925
c/n 3987

Switchers



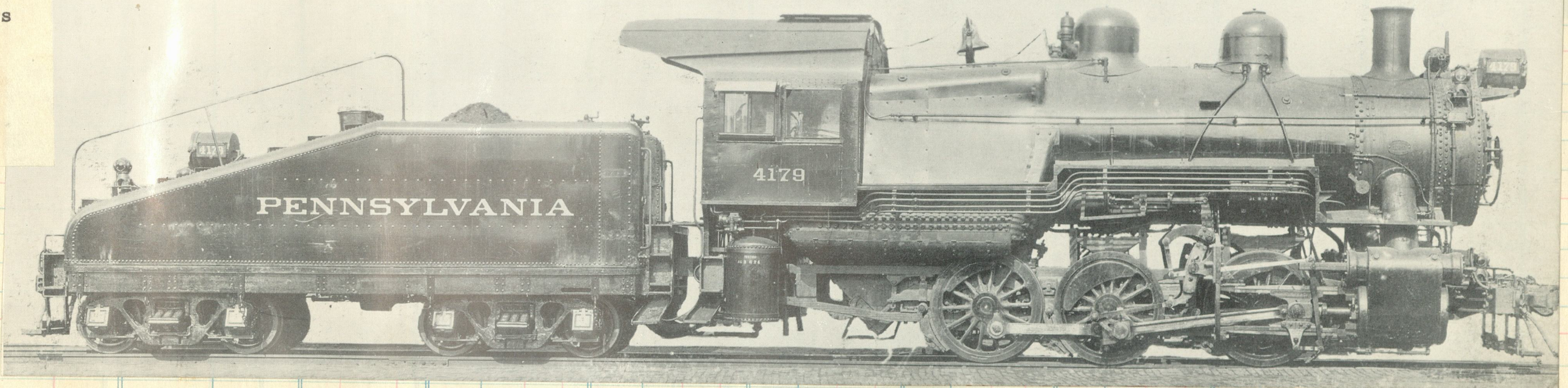
Class C-1 shifting locomotive

Road numbers of this series	6550-6639	Weight on drivers, lbs.	278,000
Built	PRR, 1925 to 1927	Weight of engine and tender, lbs.	435,250
Cylinders, diameter and stroke, in.	27 x 30	Grate area, sq. ft.	61.57
Diameter of drivers, in.	56	Evaporative heating surface, sq. ft.	3214
Tractive power, lbs.	78,107	Superheater heating surface, sq. ft.	741
Boiler pressure, lbs. per sq. in.	250	Tender capacity: Tons of coal	15.4
Total weight of engine, lbs.	278,000	Gallons of water	7300

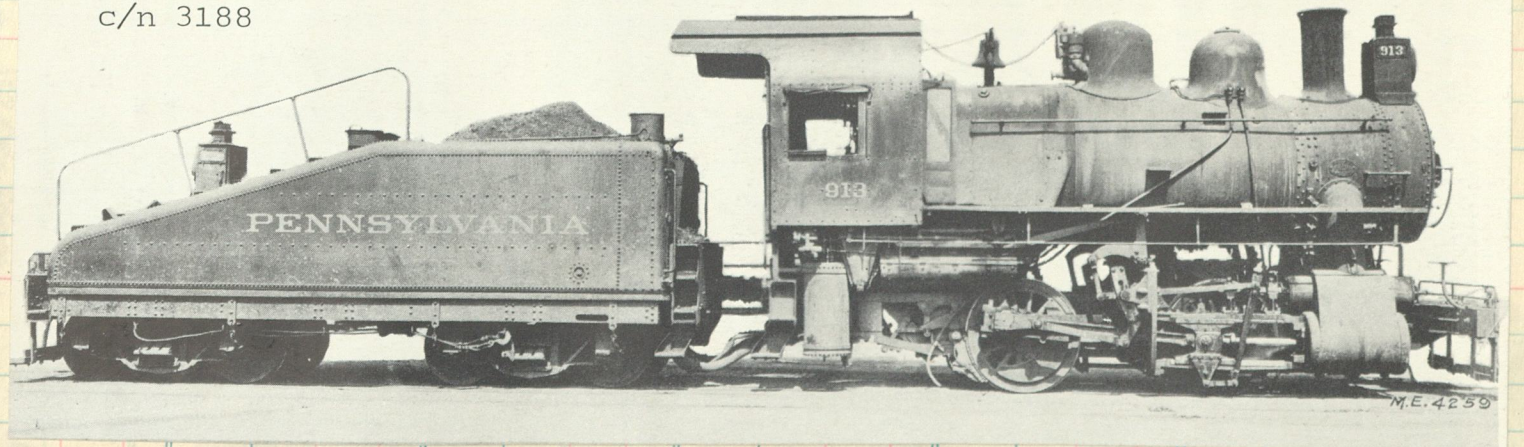
Class B-6sb shifting locomotive

Road numbers of this series	Promiscuous	Weight on drivers, lbs.	180,300
Built	PRR, 1916-1927	Weight of engine and tender, lbs.	305,300
Cylinders, diameter and stroke, in.	22 x 24	Grate area, sq. ft.	61.57
Diameter of drivers, in.	56	Evaporative heating surface, sq. ft.	1910
Tractive power, lbs.	36,144	Superheater heating surface, sq. ft.	354
Boiler pressure, lbs. per sq. in.	205	Tender capacity: Tons of coal	6.6
Total weight of engine, lbs.	180,300	Gallons of water	6350

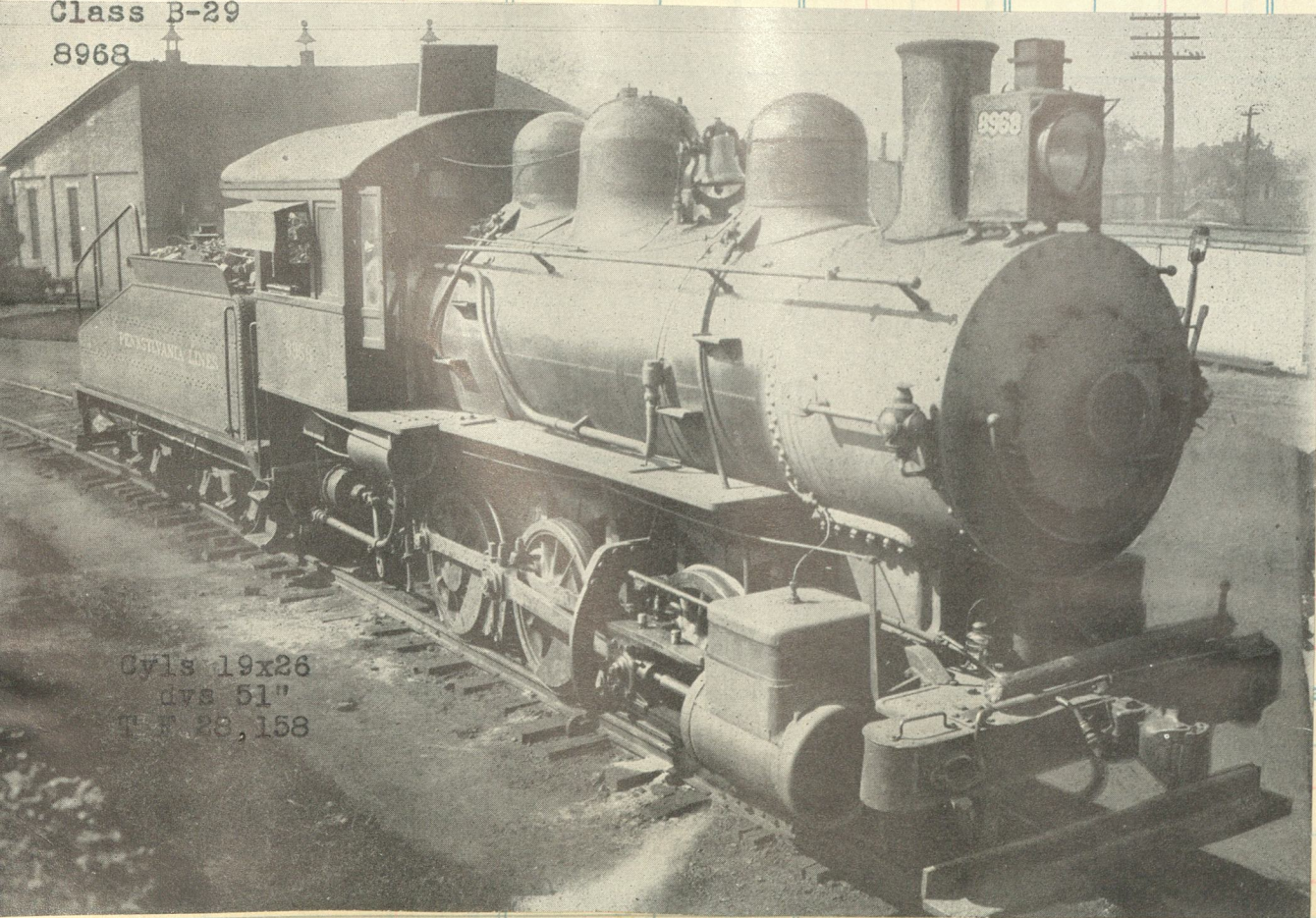
Juniata 1924
c/n 3866



Juniata 1917
c/n 3188

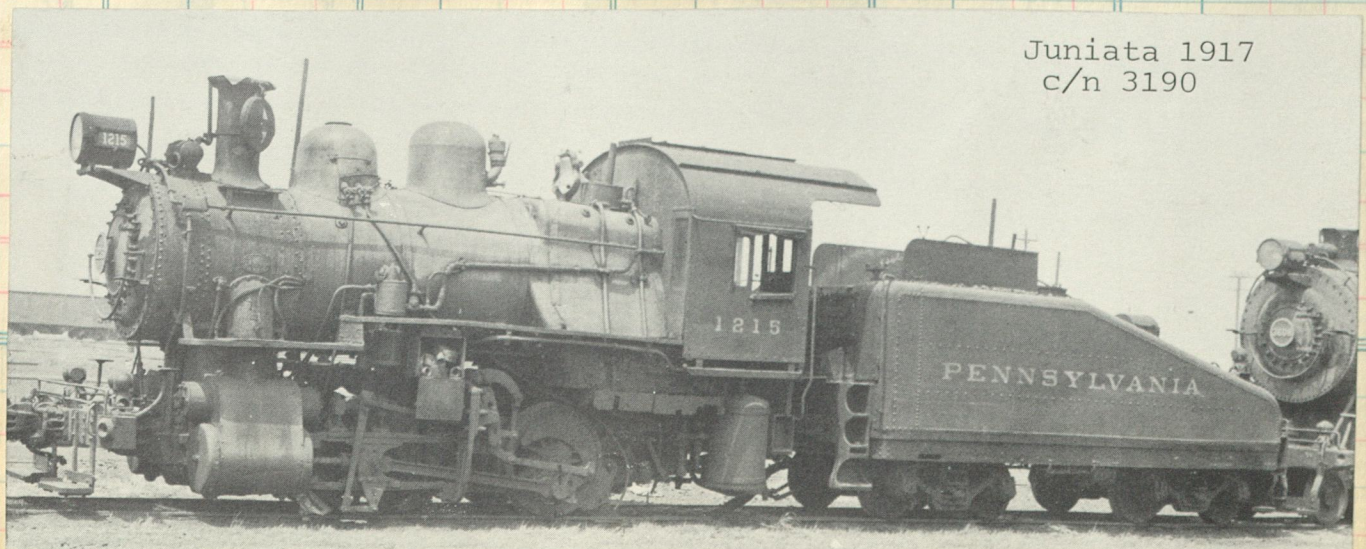


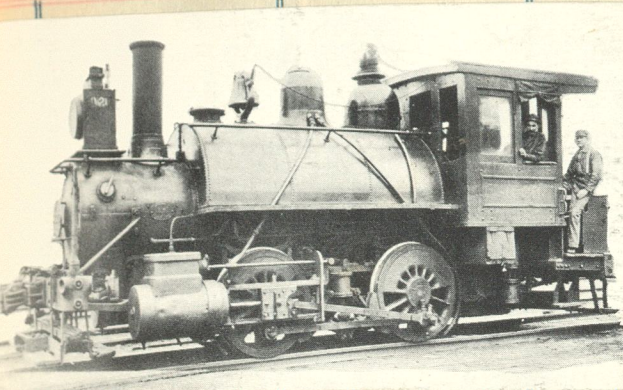
Class B-29
8968



Cyls 19x26
dvs 51"
T 28,158

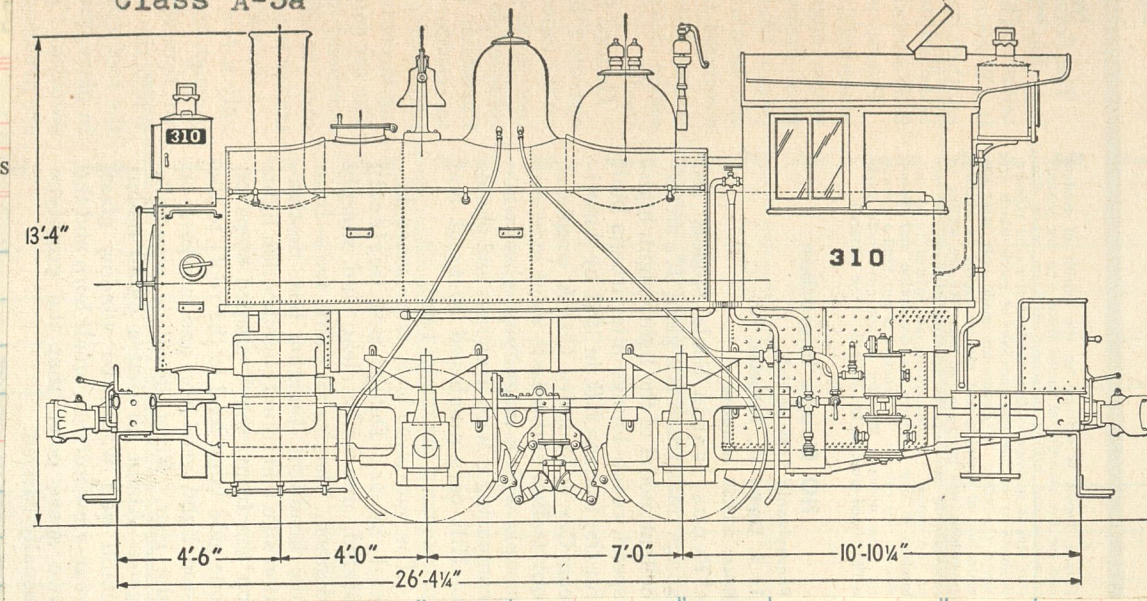
Juniata 1917
c/n 3190





F. S. Bennett

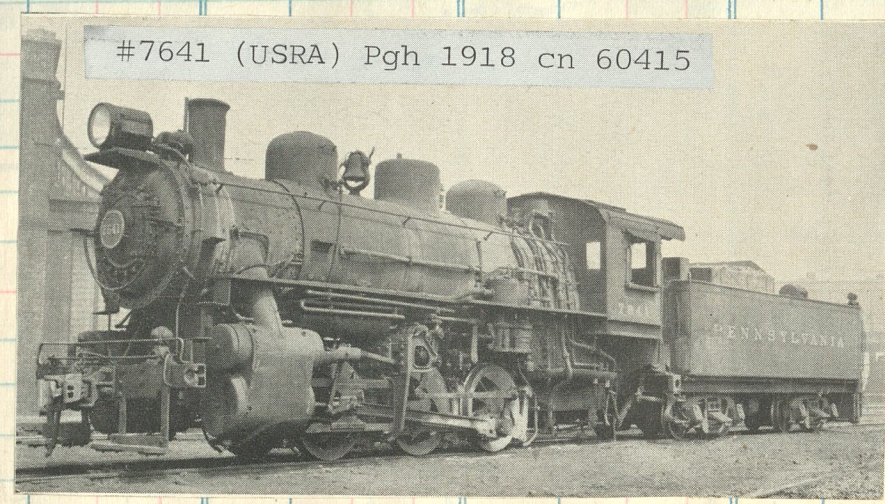
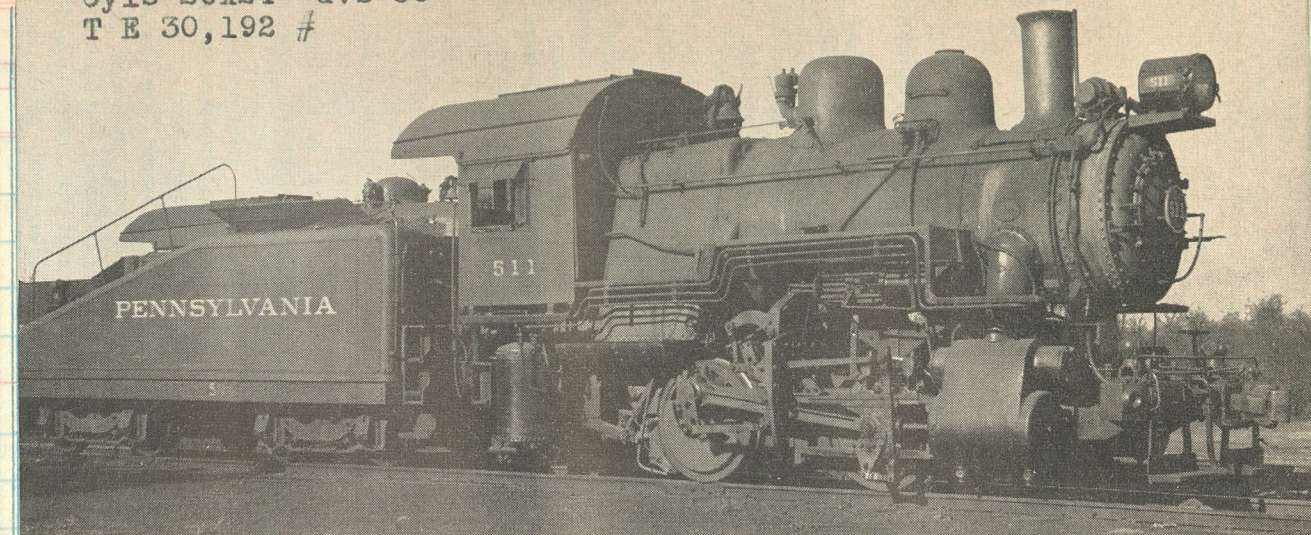
Class A-3a



O

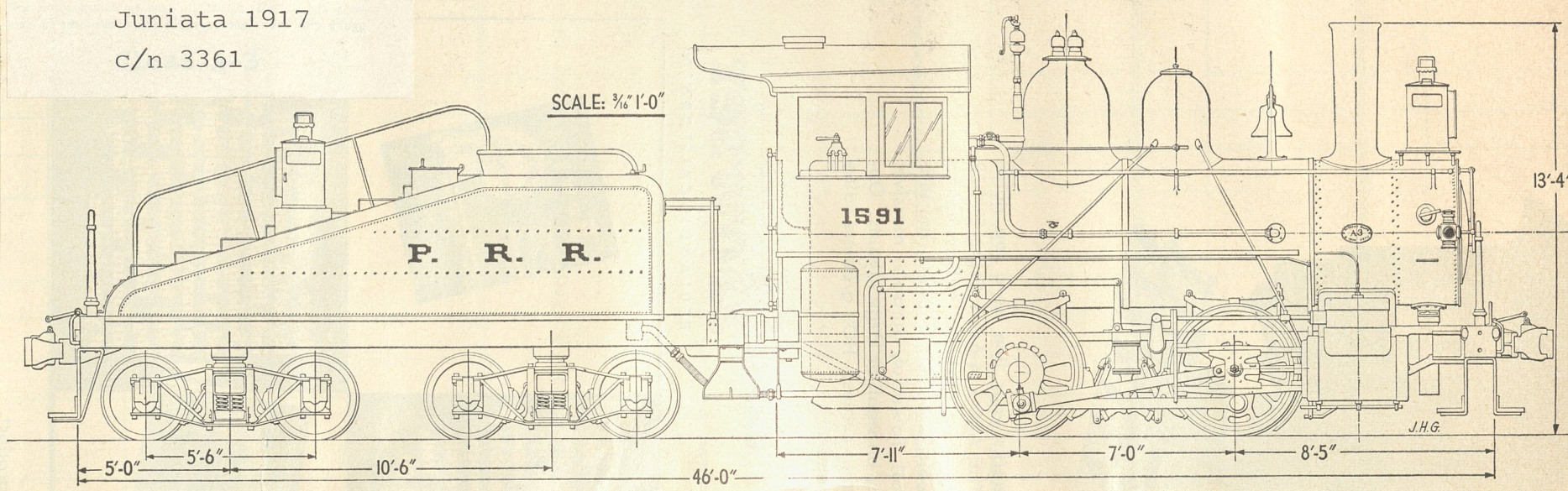
Class A-5s Juniata 1916
Cyls 20x24 dvs 50"
T E 30,192 #

65

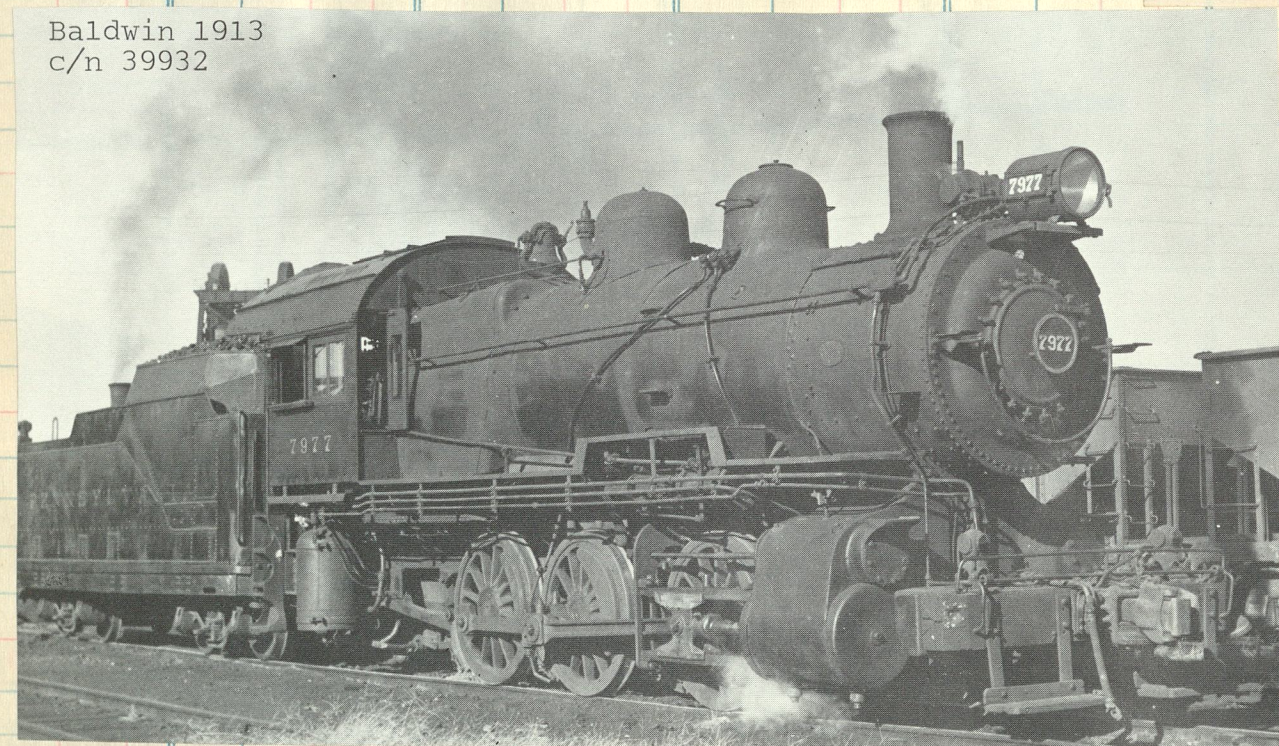


#7641 (USRA) Pgh 1918 cn 60415

Juniata 1917
c/n 3361



Baldwin 1913
c/n 39932



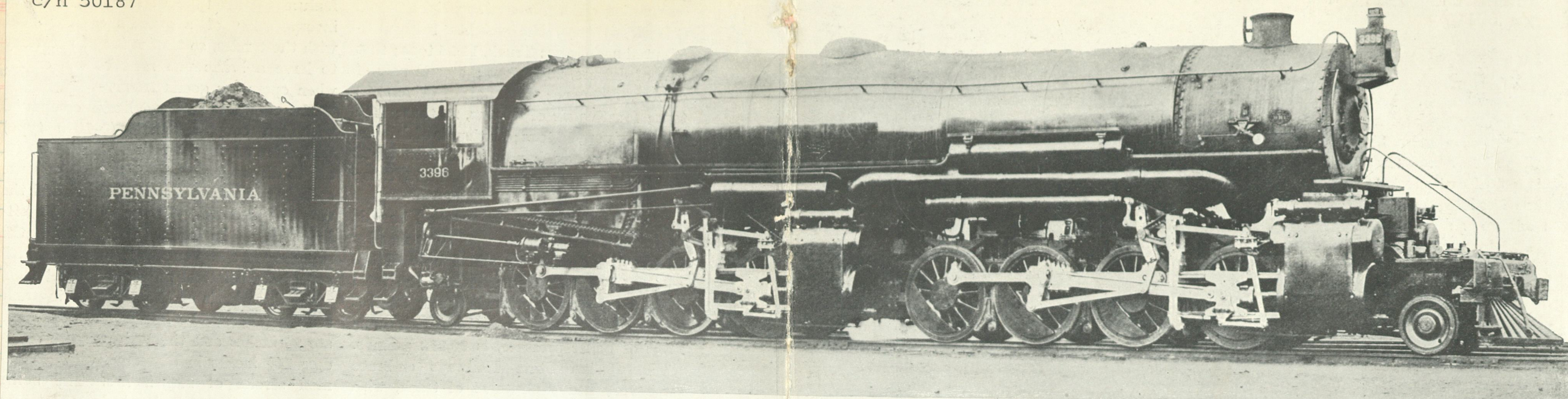
Juniata 1917 c/n 3187



66

Schenectady 1911
c/n 50187

SELLER
DATE
FORM



Clos. No. Sold Amount

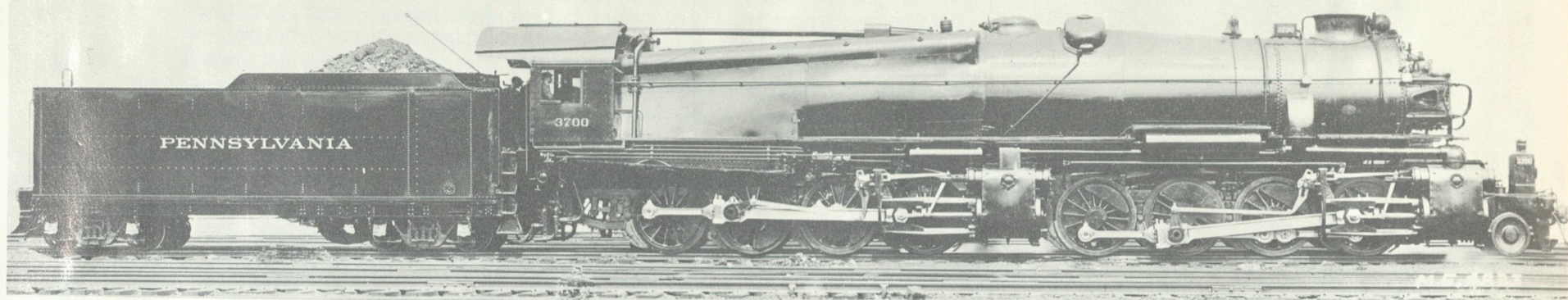
THE MAMMOTH MALLET ARTICULATED SIMPLE (2-8-8-2) LOCOMOTIVE USED
This engine has 56-inch drivers; a total heating surface of 8,524.8 square

feet, and, ready for the road, weighs complete 334.45 (American) tons.

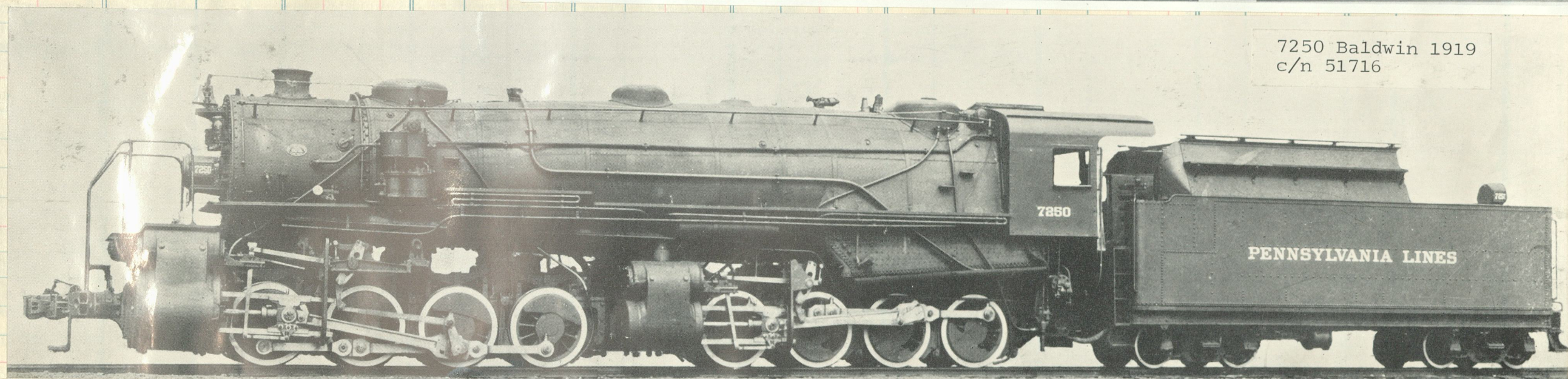
3397 0-8-8-0 Baldwin 1912
c/n 37674



Juniata 1919 c/n 3633



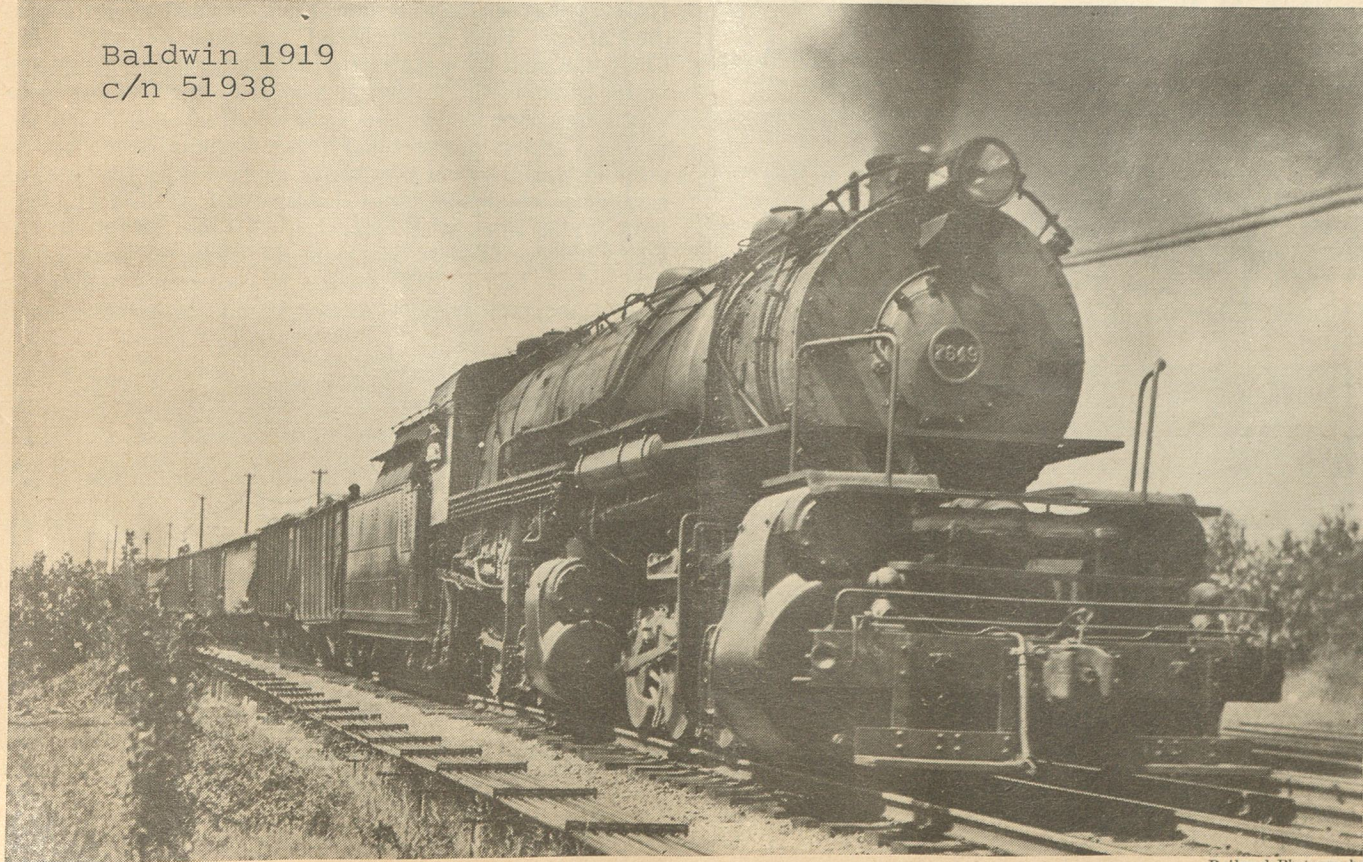
7250 Baldwin 1919
c/n 51716



Class CC-2s freight locomotive

Road numbers of this series	Promiscuous	Weight on drivers, lbs.	458,150
Built	Baldwin, 1919	Weight of engine and tender, lbs.	664,250
Cylinders, diameter and stroke, in.	26 x 28 and 40 x 28	Grate area, sq. ft.	96.0
Diameter of drivers, in.	51	Evaporative heating surface, sq. ft.	5013
Tractive power, lbs.	99,792	Superheater heating surface, sq. ft.	1379
Boiler pressure, lbs. per sq. in.	225	Tender capacity: Tons of coal	19.65
Total weight of engine, lbs.	458,150	Gallons of water	9600

Baldwin 1919
c/n 51938



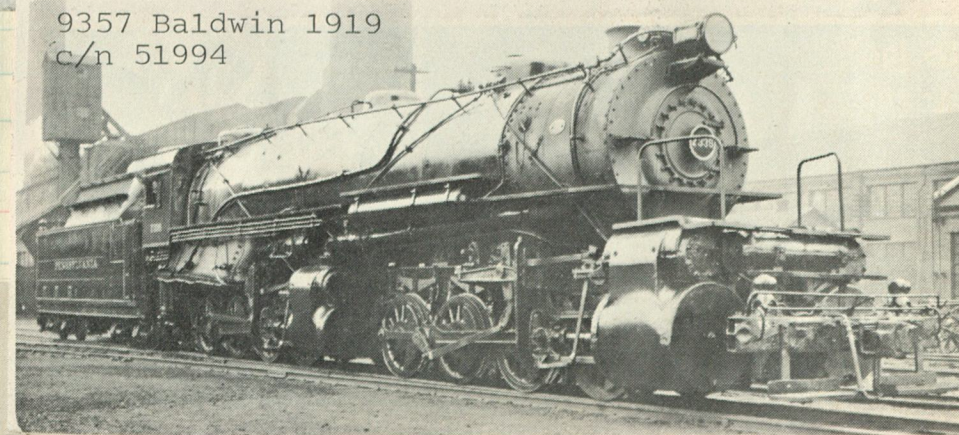
Railroad Photographs

ONLY TEN OF THESE ENGINES IN SERVICE
Locomotive 7649, Pennsylvania Railroad, a super Mallet compound, in action with heavy coal train near Columbus, Ohio.

COMPOUND ARTICULATED

Like the New York Central, but unlike the Baltimore & Ohio, PRR never thought too highly of articulated engines. However, that decision came after extended and expensive experience with them. In 1911 it bought a *simple* (unheard of then) articulated 2-8-8-2 from Alco, followed it with a Baldwin 0-8-8-0 compound in 1912. The Alco HH-1 came off the roster in 1929, followed by the Baldwin CC-1 in 1931. The road's most successful true Mallets [i.e., compound] were its last: 10 CC-2 class Baldwin 0-8-8-0's built in 1919 for heavy pushing and hump service on Lines West. Incidentally, "C" is the PRR's classification letter for 0-8-0's, so the CC-2 designation simply meant 0-8-0+0-8-0. The engines were designed to negotiate 18-degree curves and climb hump yard grades up to 5 per cent. With all of its engine weight available for adhesion, the CC-2 developed 100,000 pounds tractive effort. Used in road helper service for a time, all 10 were eventually assigned to Columbus, O., have been scrapped after 30 years' service.

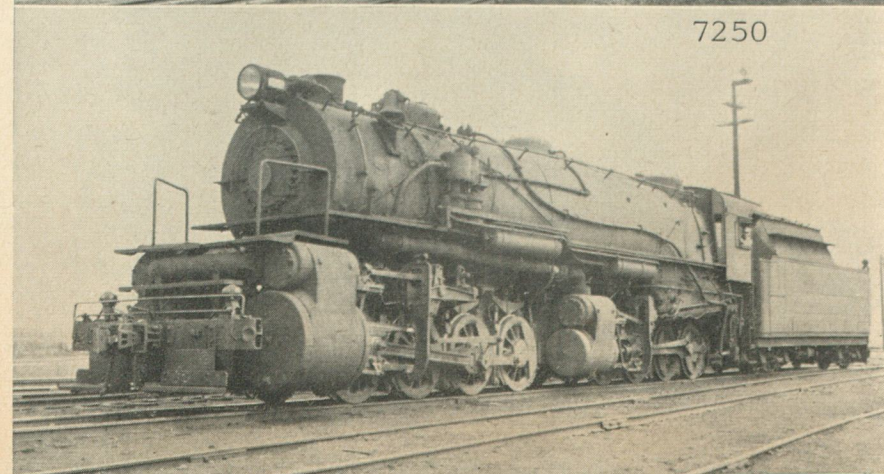
Action photo by Glen Grabill Jr., Rail Photo Service; still by Paul Ellenberger.



9357 Baldwin 1919
c/n 51994

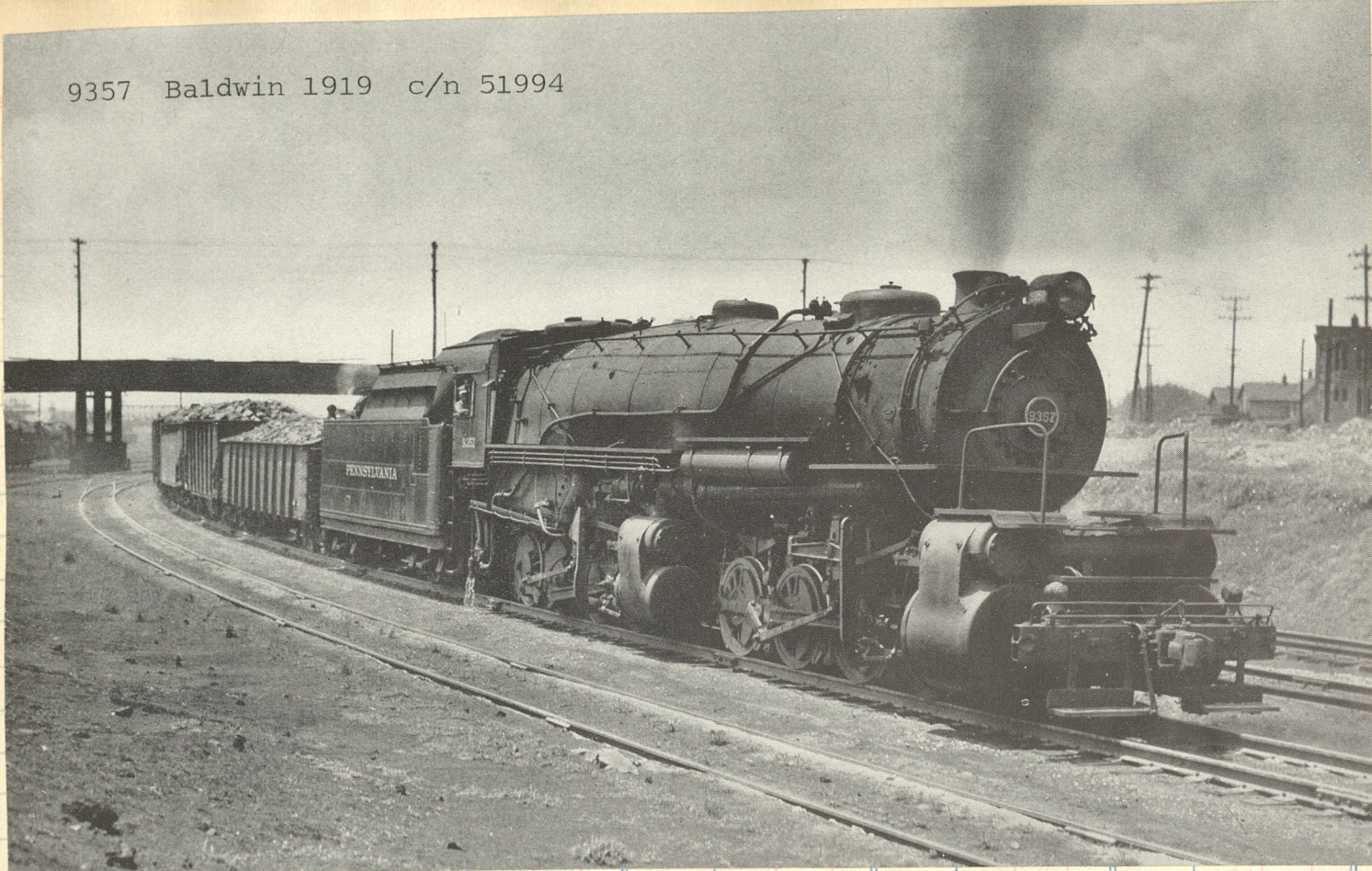


7250



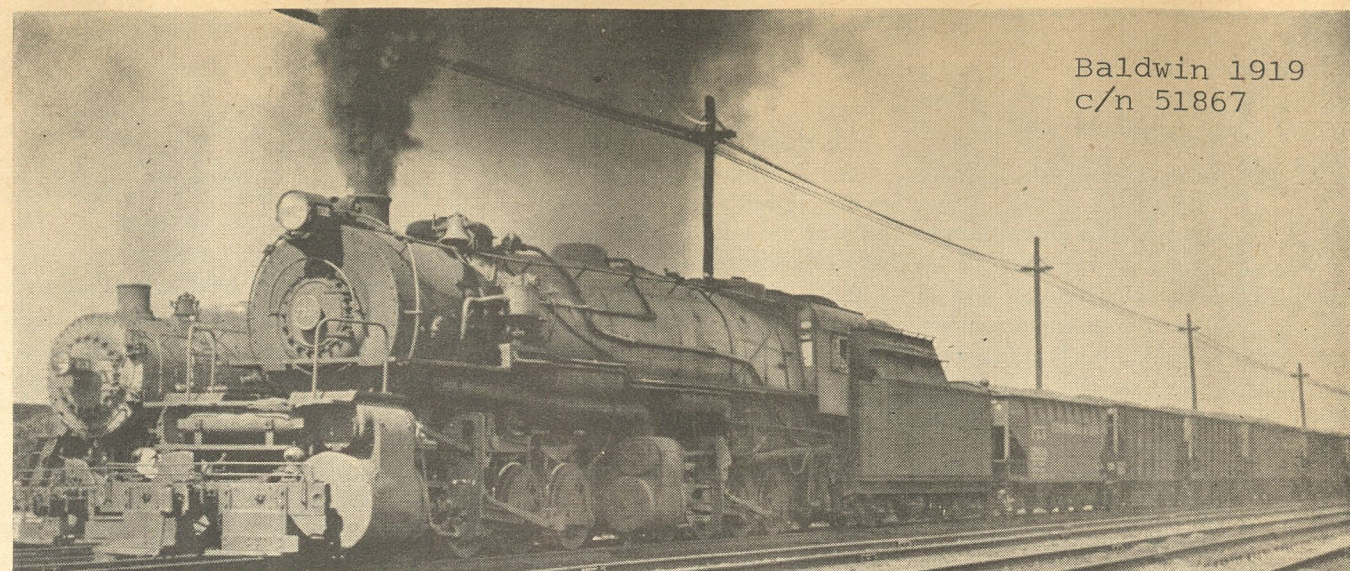
9357 Baldwin 1919 c/n 51994

Clos. No.



Baldwin 1919
c/n 51867

Amount



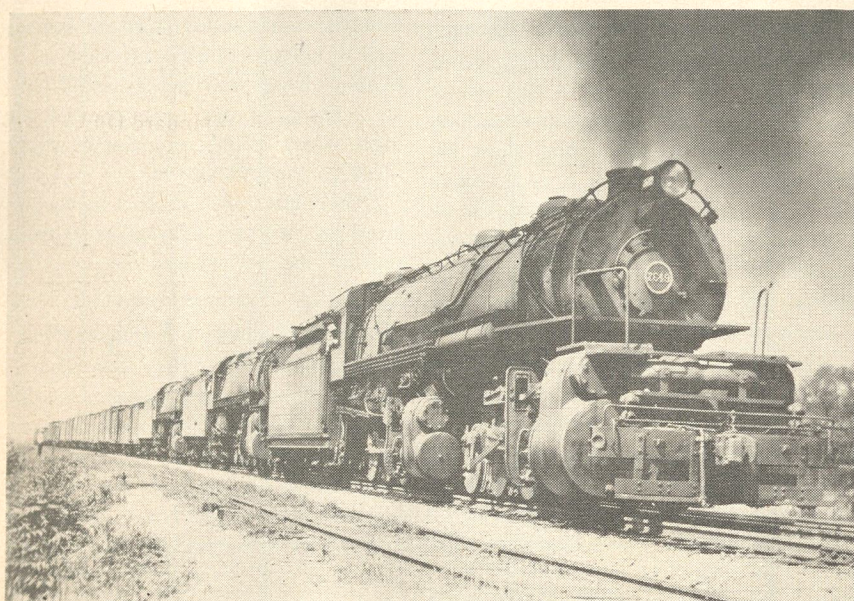
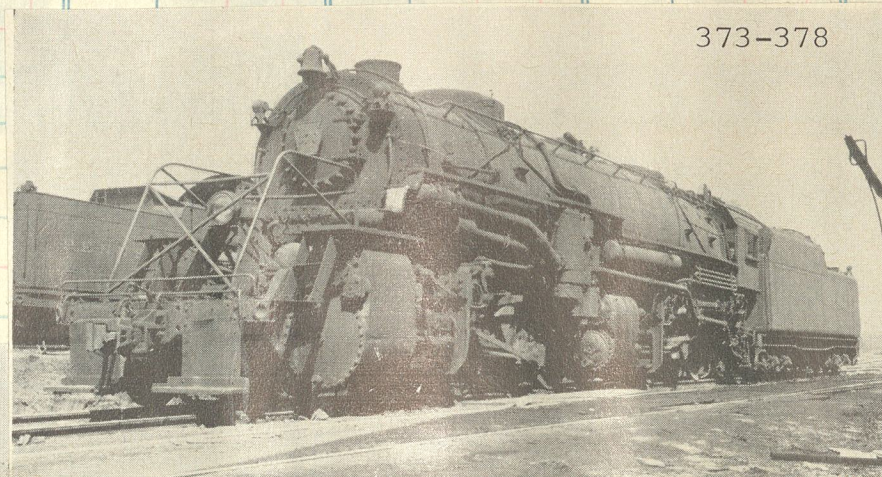
PENNSYLVANIA'S ENGINE 228 RUNNING NECK AND NECK WITH CHESAPEAKE & OHIO'S ENGINE 7332 WITH TRANSFER DRAGS AT COLUMBUS, OHIO.

373-378

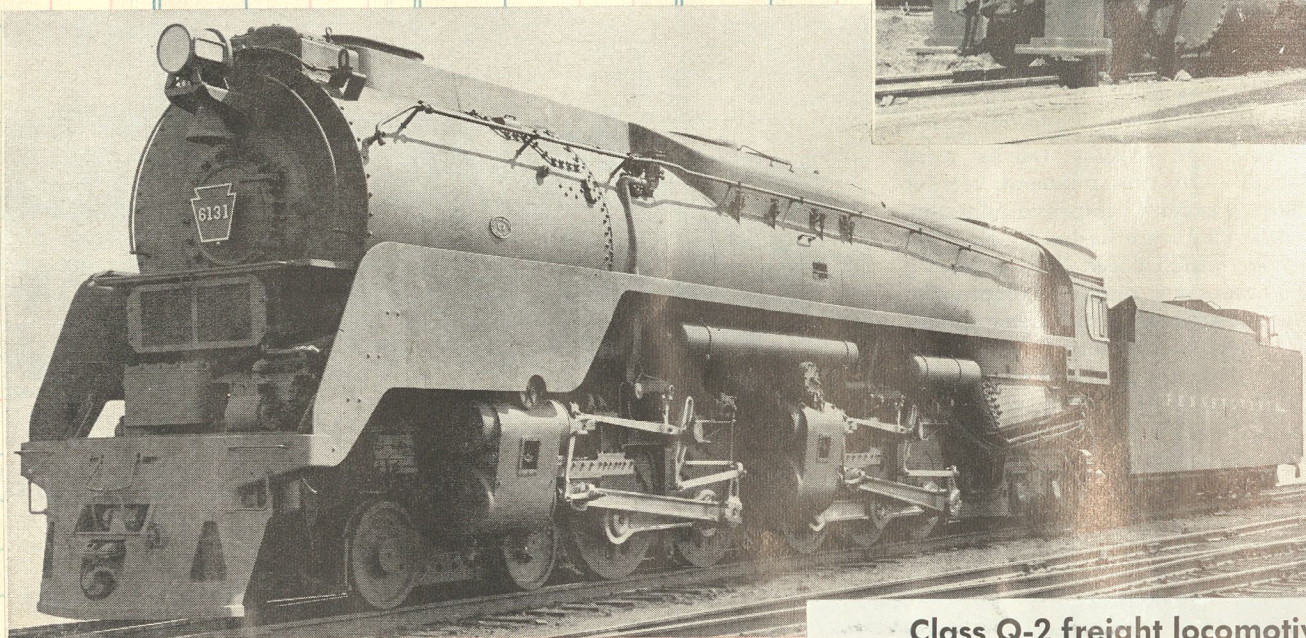
N&W 2-8-8-2 MALLET

World War II brought U.S.R.A. power to the PRR once again when the road bought six Y-3 2-8-8-2 compounds from the Norfolk & Western for use in Columbus, O., yards. The HH-1 class was revived again for these locomotives which N&W had previously modernized by increasing boiler pressure to 270 pounds and adding large 12-wheel tanks. Note here the keystone number plate, disproving theory that only passenger engines rate them. All are scrapped now.

Paul Ellenberger.



A PENNSYLVANIA TRIPLE-HEADER WITH ENGINE 7649 TAKING THE LEAD ON A HEAVY PULL IN TRANSFER SERVICE AT COLUMBUS, OHIO

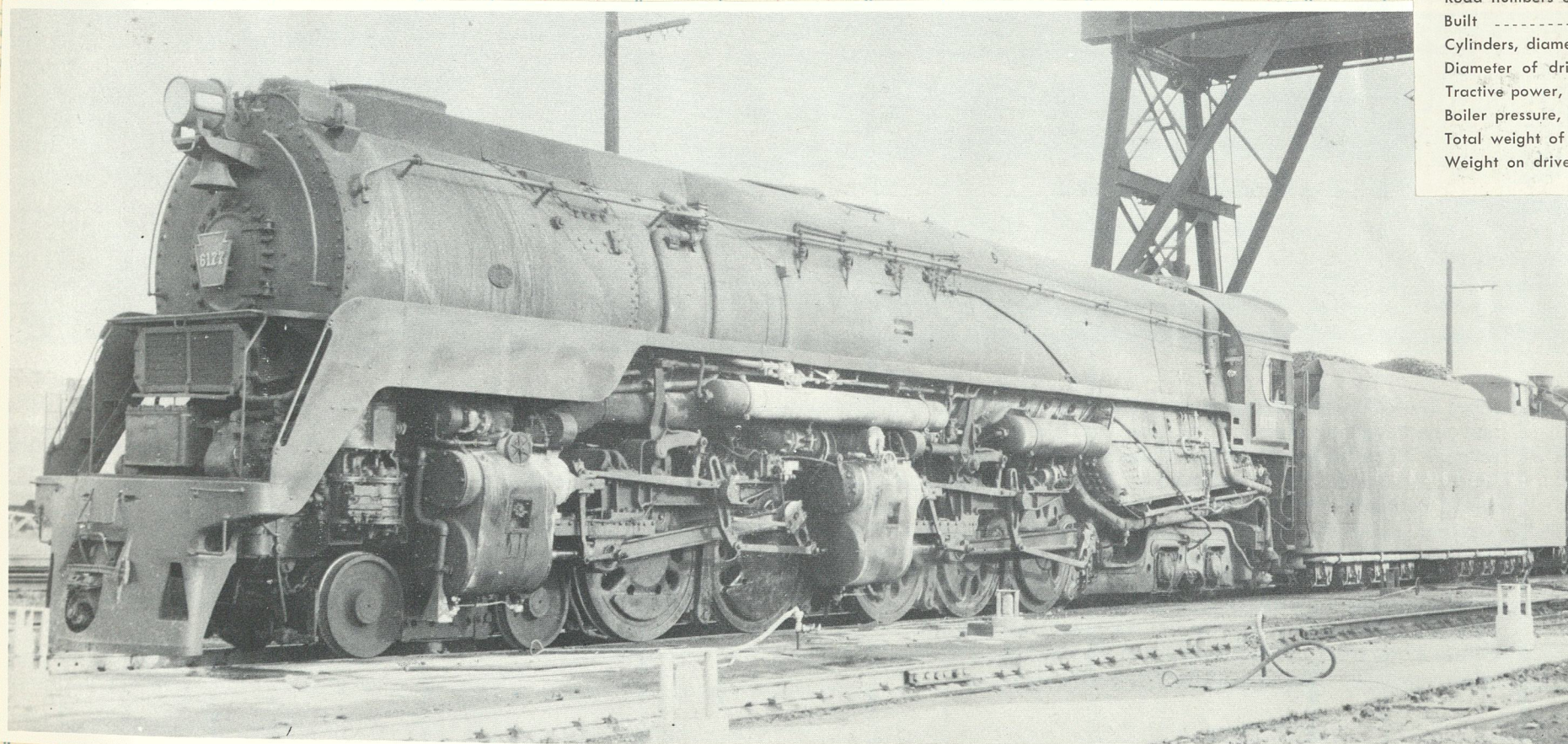


Class Q-2 freight locomotive

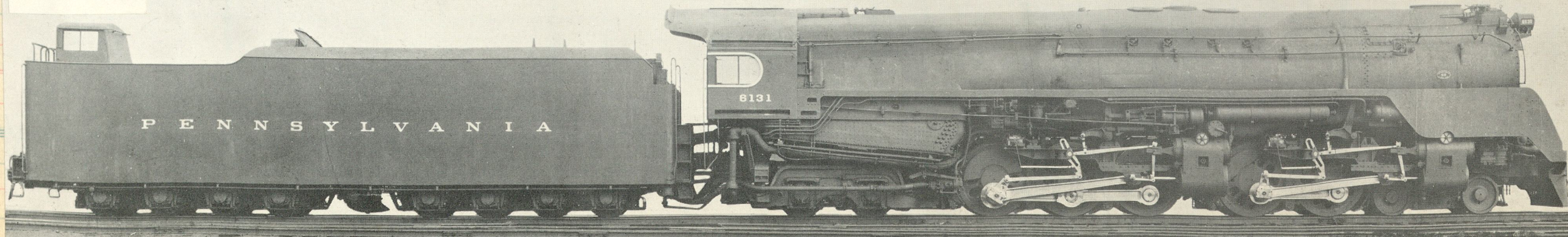
Road numbers of this series	6131, 6175-6199	Weight on leading truck, lbs.	96,050
Built	PRR, 1944-1945	Weight on trailing truck, lbs.	130,050
Cylinders, diameter and stroke, in.	19 1/4 x 28 and 23 3/4 x 29	Weight of engine and tender, lbs.	1,049,100
Diameter of drivers, in.	69	Grate area, sq. ft.	121.71
Tractive power, lbs.	100,800; with booster 115,800	Evaporative heating surface, sq. ft.	6725
Boiler pressure, lbs. per sq. in.	300	Superheater heating surface, sq. ft.	2930
Total weight of engine, lbs.	619,100	Tender capacity: Tons of coal	39.87
Weight on drivers, lbs.	393,000	Gallons of water	19,020

The Q2 was the largest and most powerful 10 drivered engine ever built. Size and power can be figured in many ways, but no matter how you figured it, the Q2 was one of the most powerful steam locomotives of all times. When tested on the Altoona Plant, Q2, 6175 broke all existing records for indicated horsepower—almost 8,000.

However, success could not be based on horsepower alone. Results of road service was the most important factor and these engines had the usual 'Duplex defect' of a slippery lead engine. When this occurred it was almost necessary to bring the engine to a full stop to arrest the slipping of the lead engine.

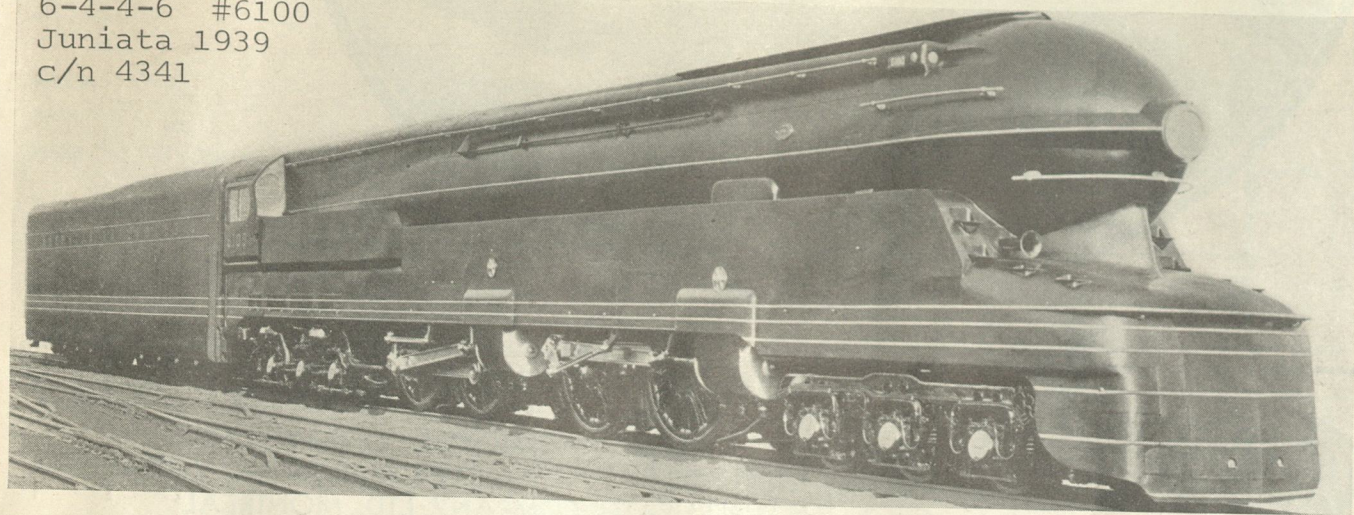


c/n 4527

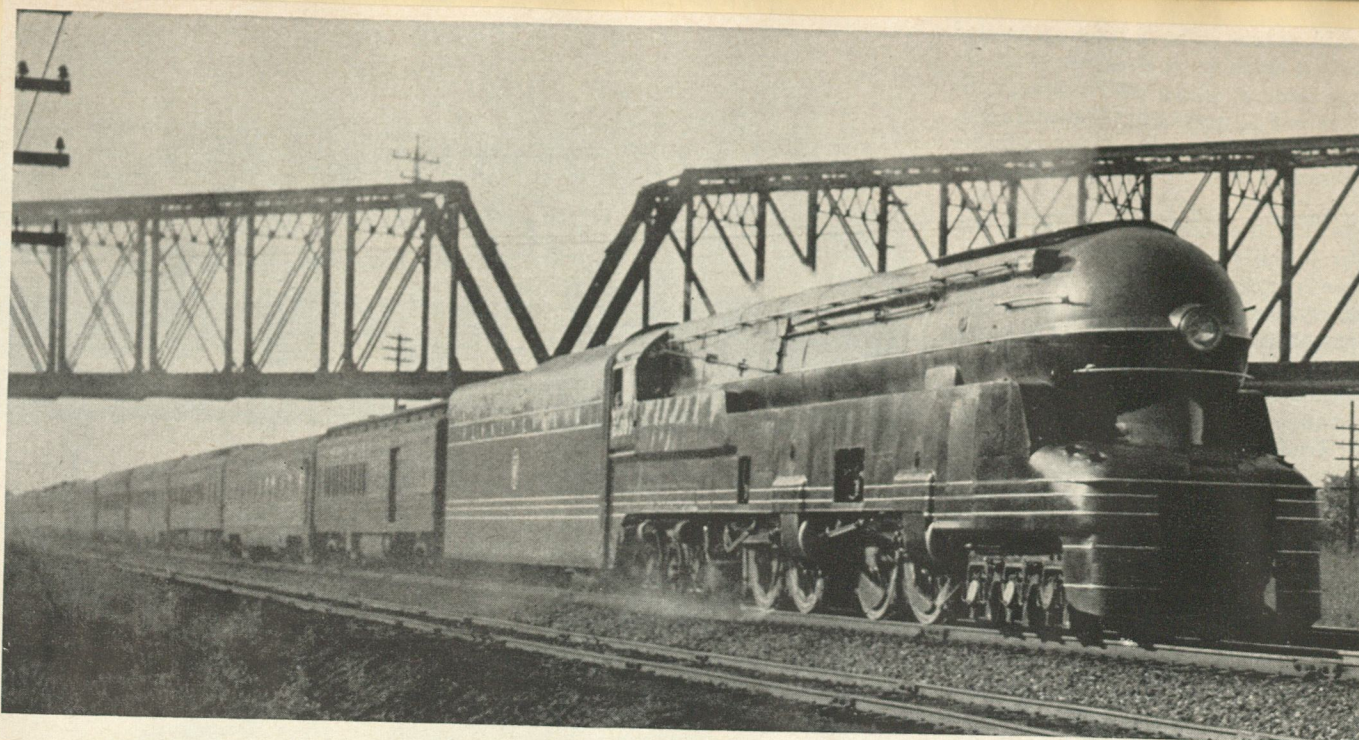


8

6-4-4-6 #6100
Juniata 1939
c/n 4341



This Giant Four-Cylinder Passenger Locomotive Carries Six-Wheel Leading and Trailer Trucks and a 16-Wheel Tender. It Was Built By the Pennsylvania at Altoona, Pa., and Has Just Been Placed for Exhibit at the New York World's Fair

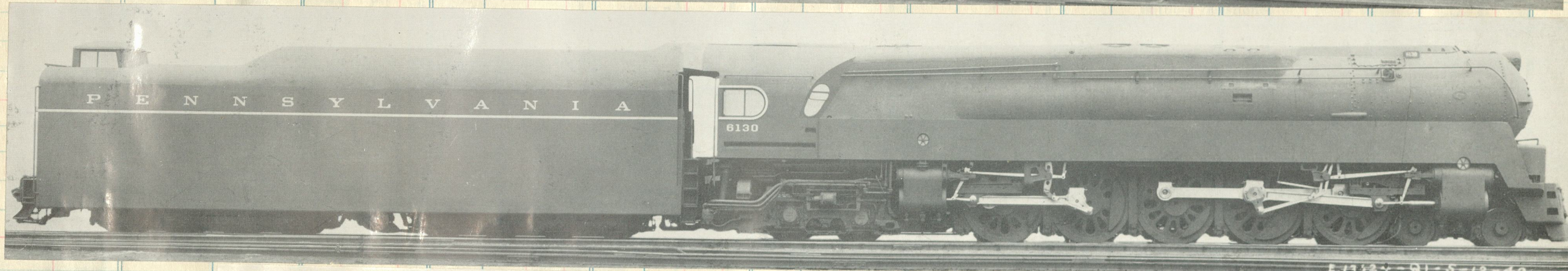
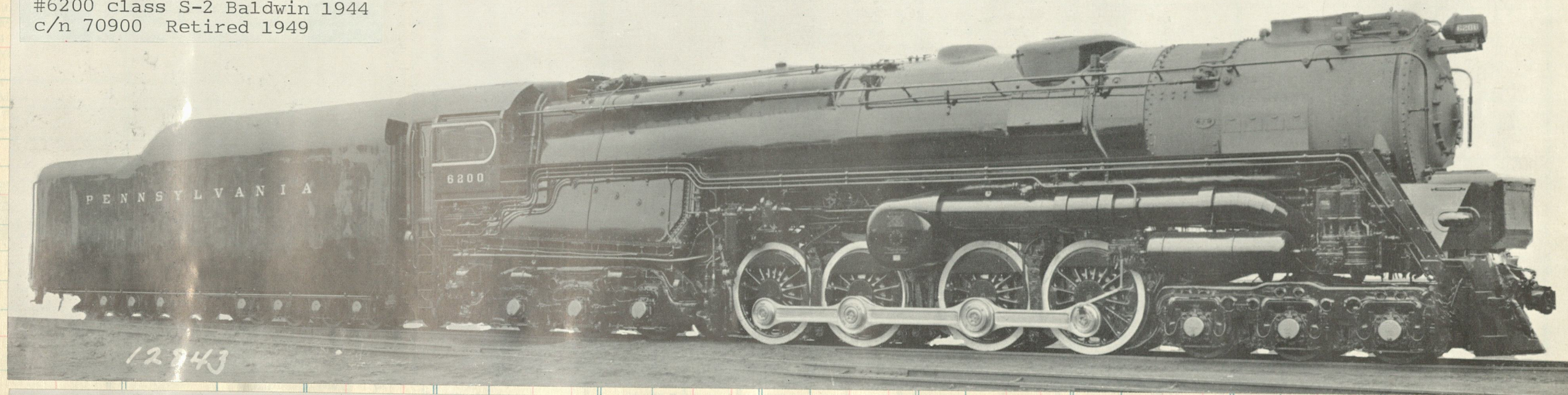


"THE BIG ENGINE" — Pennsylvania S1 6-4-4-6 No. 6100 — roars underneath a South Shore overpass near Gary, Ind., with a seem-

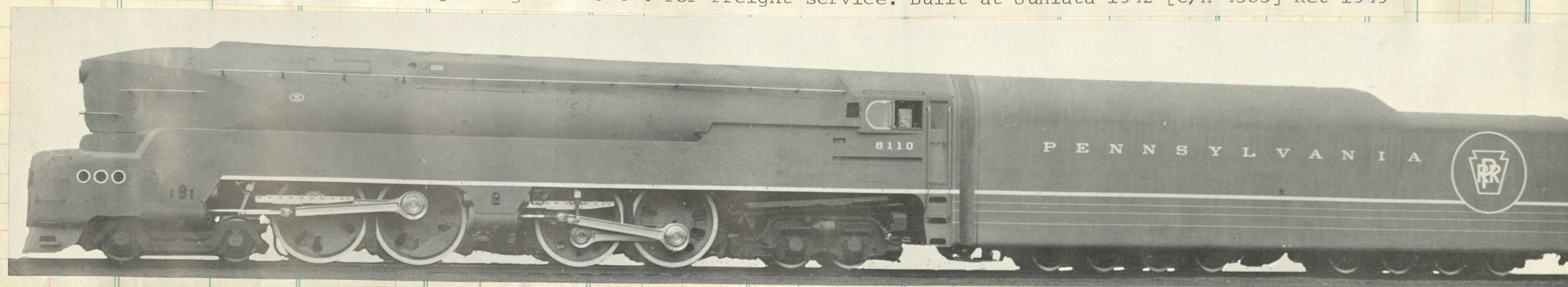
ingly endless stream of Tuscan red standard and lightweight passenger equipment behind her 26½-ton, 2430-gallon tender.

Bliss B. Straight Jr.

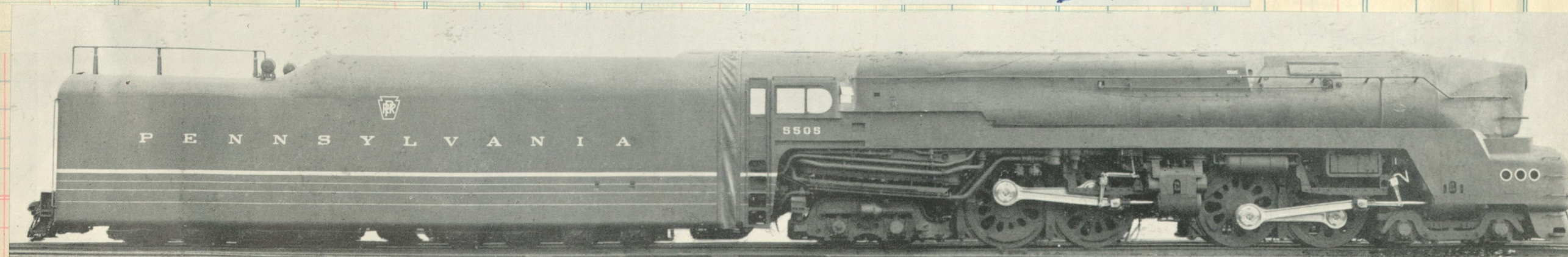
Direct drive steam turbine
#6200 class S-2 Baldwin 1944
c/n 70900 Retired 1949



Q-1 #6130 A poorly designed 4-6-4-4 for freight service. Built at Juniata 1942 [c/n 4383] Ret 1949

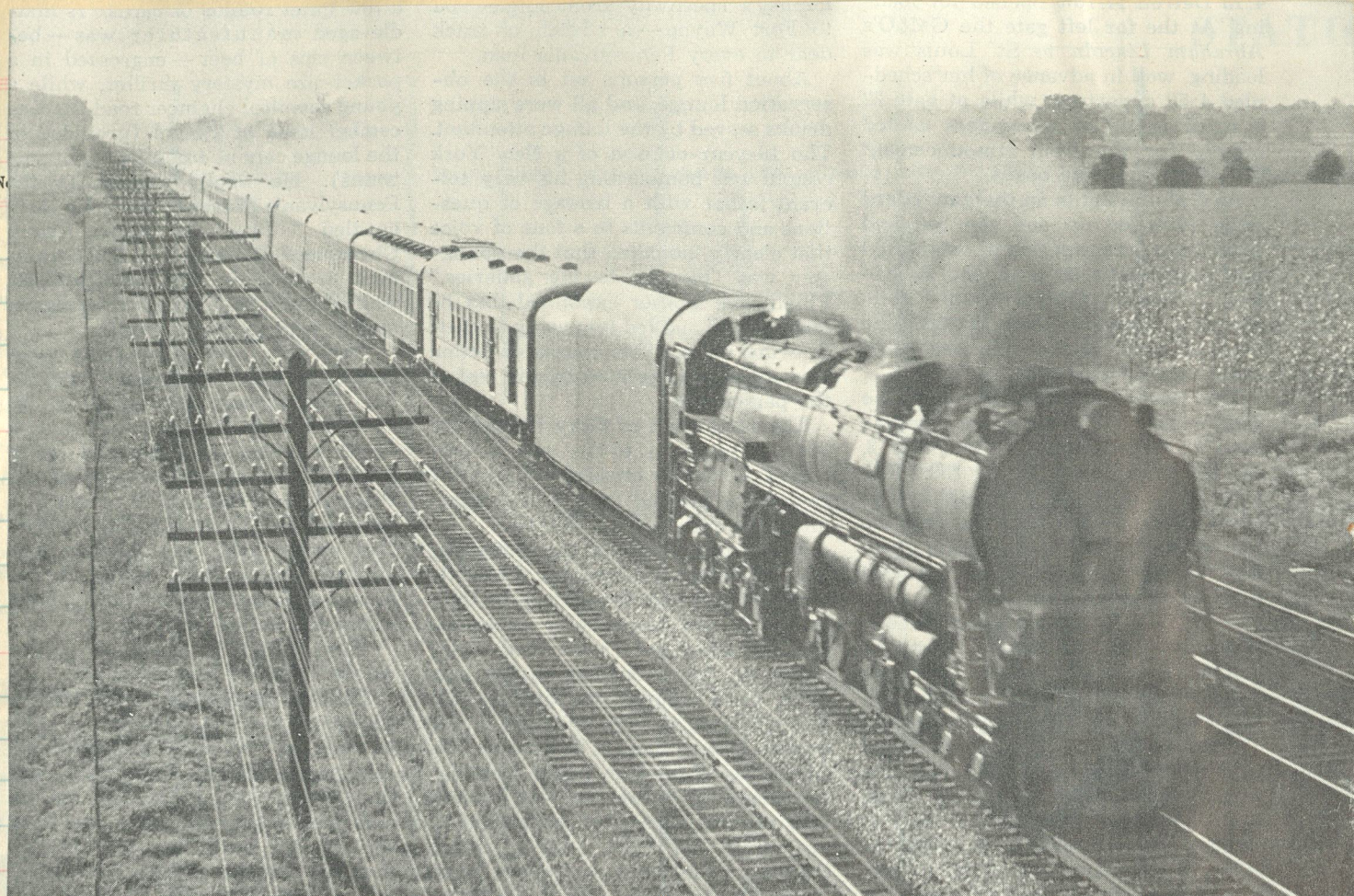


Baldwin's Duplex salesman, A pair of these 4-4-4-4's built in 1940, c/n 62451

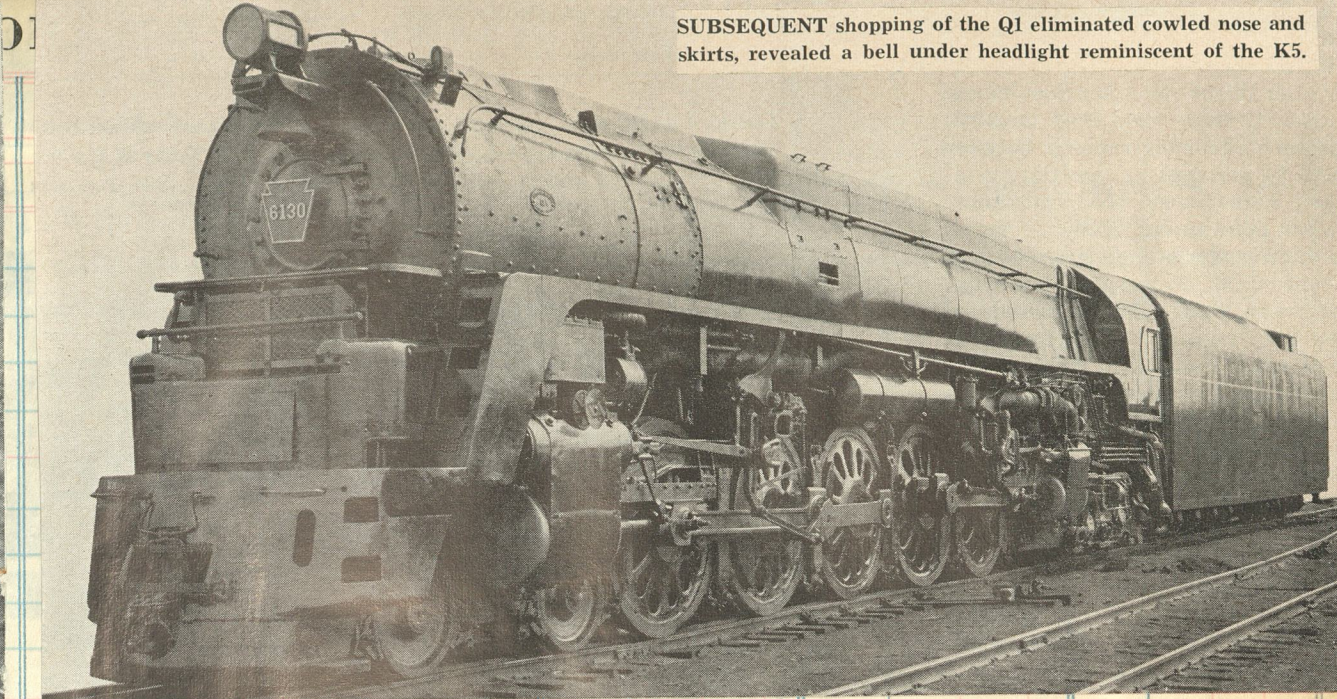


'A gruesome pile of machinery' Aesthetics were not considered by the designers. The 5505 was one of the initial ten [5500-5509] constructed at Juniata, c/n 4565, in 1945. Nos 5510-5524 built at the same plant in 1946. Baldwin supplied another twenty five, 5525-5549, in 1945-46. In the past the Pennsy tested and retested any new power until it was proved to be 'road ready'. In the case of the T-1's it seems they were induced to accepting 'a pig in a poke'. Most had been retired by 1950. A tragic end for PRR steam!

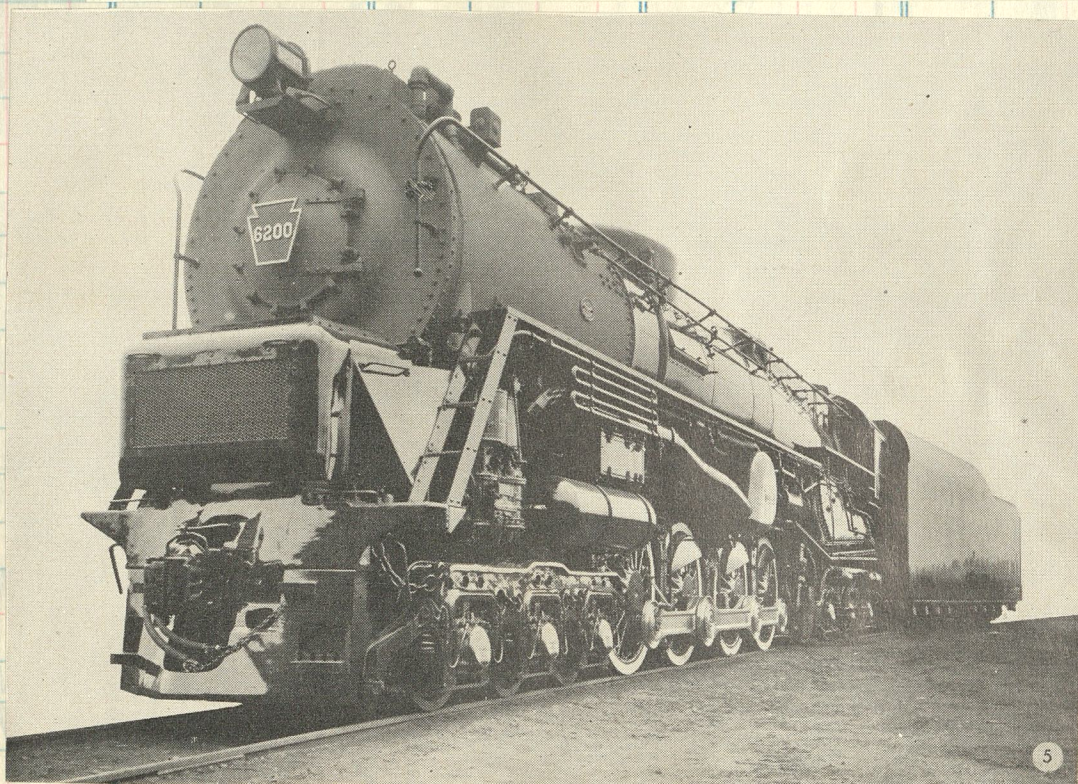
Clos. No. Sold Amount Clos. No.



The 6200, with Trn #28, near Warsaw, Ind Aug 10, 1945



SUBSEQUENT shopping of the Q1 eliminated cowled nose and skirts, revealed a bell under headlight reminiscent of the K5.



No. 22. MANHATTAN LIMITED
Lounge Car.....Chicago to New York (6 Double Bed-rooms, Bar).
Sleeping Cars .. Chicago to New York (12 Sec., D.-R.). (Two Cars).
Chicago to New York (10 Roomettes, 6 Double Bedrooms).
(Sleeping cars may be occupied in New York until 7.00 a.m.).
Chicago to Washington (8 Sec., 2 Comp., D.-R.).
Pittsburgh to Harrisburg (12 Sec. D.-R.) (Daily except Saturdays and Nov. 24, Dec. 25 and Jan. 1). (In No. 36) (Open in Pittsburgh 9.30 p.m., may be occupied in Harrisburg until 9.00 a.m.).
Dining Car.....Chicago to New York.
Coaches..... Chicago to New York (Reclining Seats). Harrisburg to Washington.



T-1 #5507 blasting along near Englewood with 14 cars of Trn #22.



At a cost of over twelve and a half million dollars, the fifty T-1's was a costly experiment. It seems to have been a case of Baldwin selling the PRR on the idea of Duplexes for passenger service. Also, they were built with numerous 'bugs'. The most serious was slipping, even when at speed (fault was never corrected). Operating and maintenance costs were next to being excessive. Consumption of coal & water was high. As to their success it might be a case of both Baldwin and PRR 'whistling in the dark'.

In retrospect the PRR might have done better to have invested in the Garratt type engines.

In just a few years most were out of service and ended what can be considered as the most expensive locomotive fiasco of the 20th century!

One of the Baldwin's, #5548 c/n 72787, near Lewiston, Pa.

StL, V. & T. H. #15 Baldwin 1870 c/n 2095



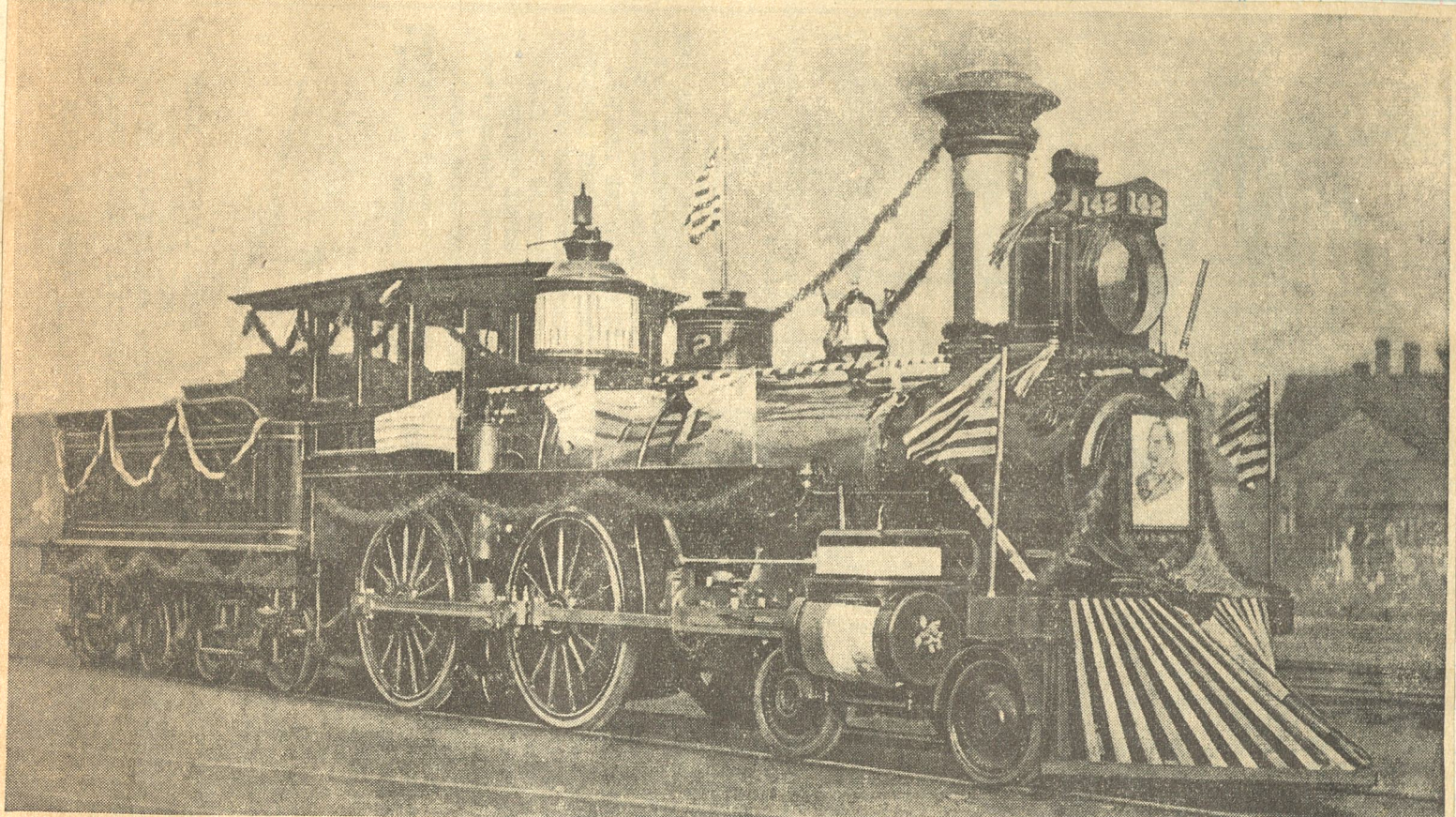
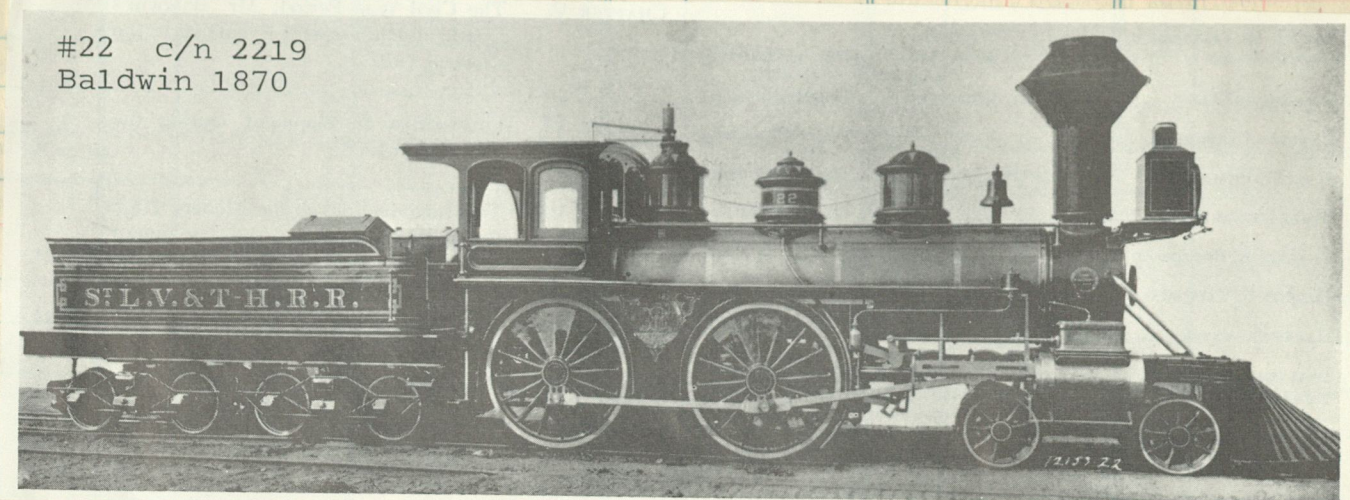
VANDALIA LINE

TERRE HAUTE AND INDIANAPOLIS RAILROAD COMPANY.

LESSEE ST. LOUIS VANDALIA & TERRE HAUTE R.R. OPERATING TERRE HAUTE & LOGANSPOET R.R., INDIANA & LAKE MICHIGAN RY. and TERRE HAUTE & PEORIA R.R.

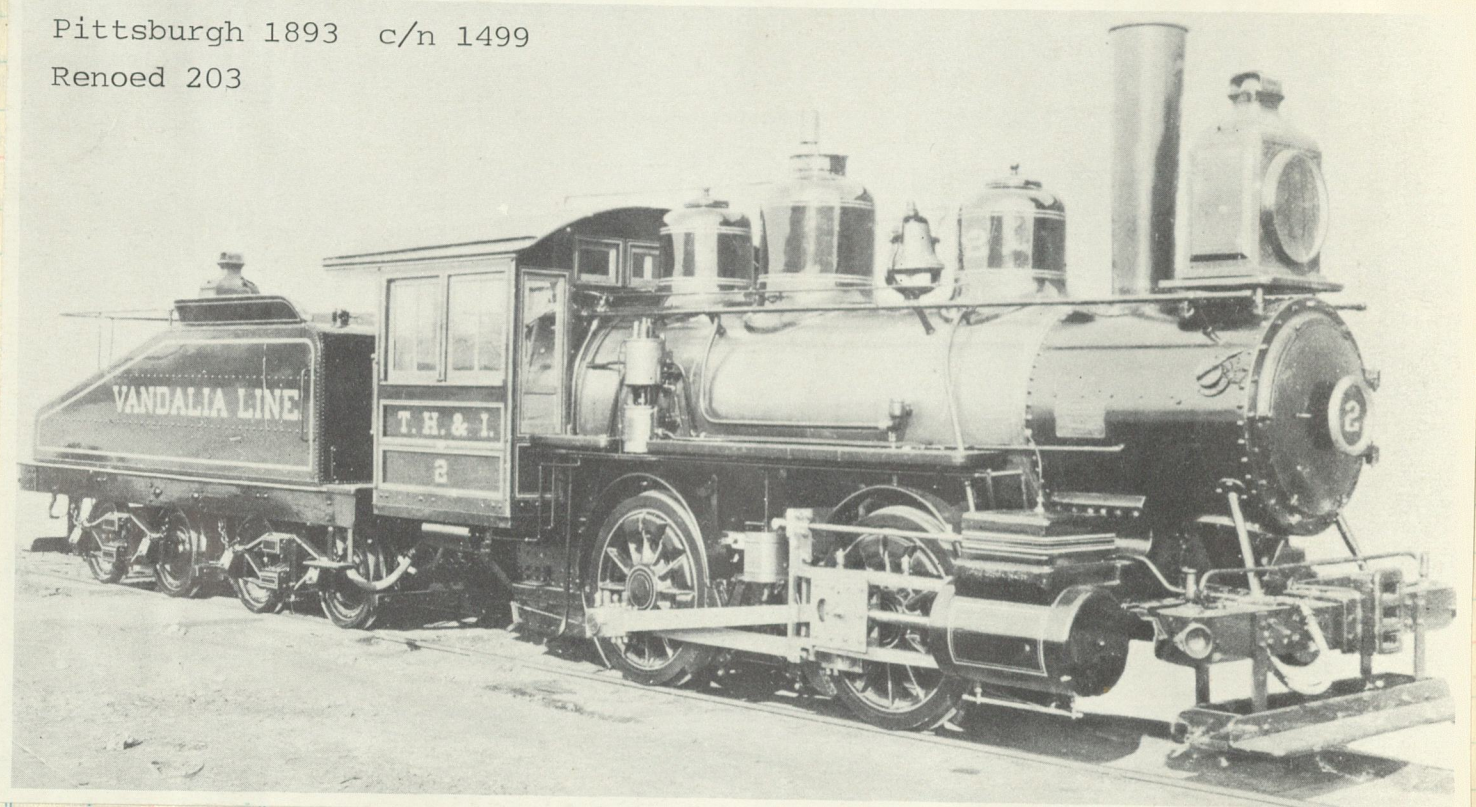
No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	Amount
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#22 c/n 2219
Baldwin 1870

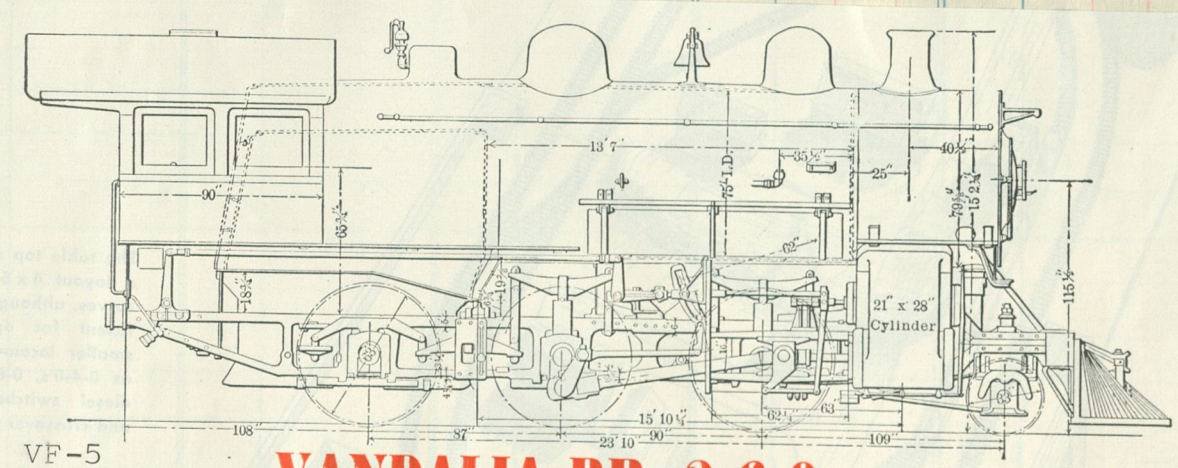
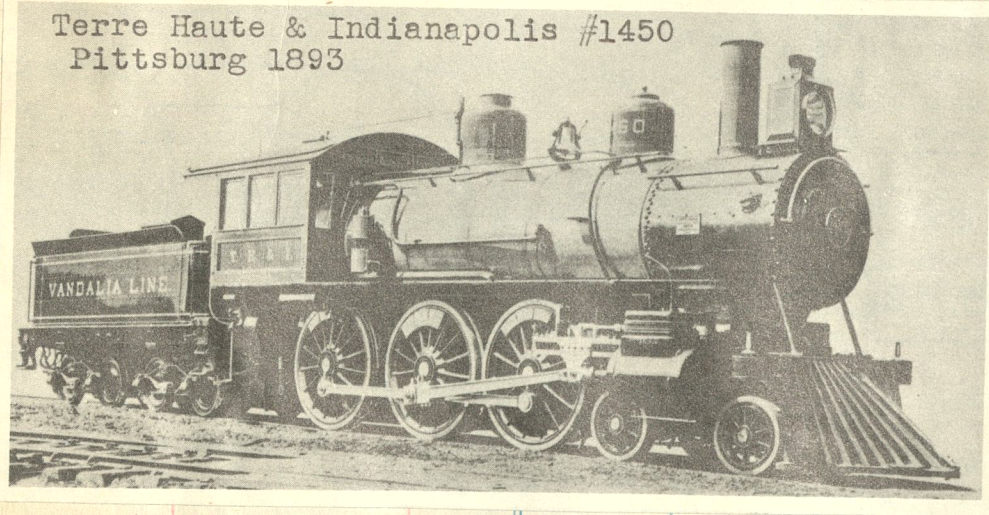


Number 142 of the old St. Louis, Vandalia & Terre Haute (now part of the Pennsy system) was obviously dressed up for a Presidential special. Grover Cleveland's portrait adorns her smokebox front. Print was made from a plate which Paul C. Baker, 1631 W. Chase St., Chicago, found in a barn. Paul knows nothing about it except that the original was taken by a ball-bearing's inventor named Whitney.

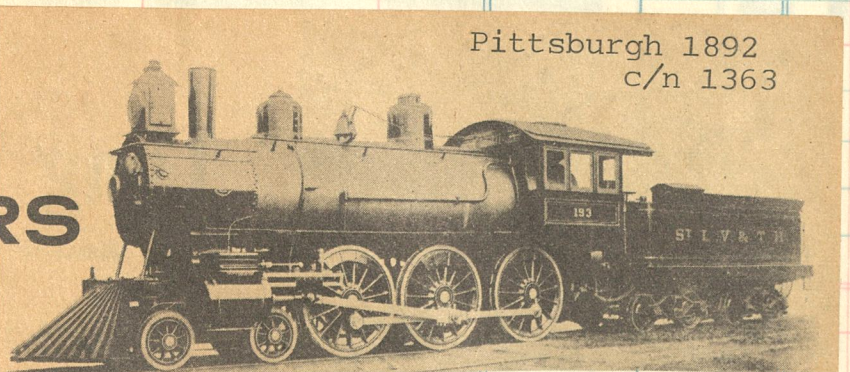
Pittsburgh 1893 c/n 1499
Renoed 203



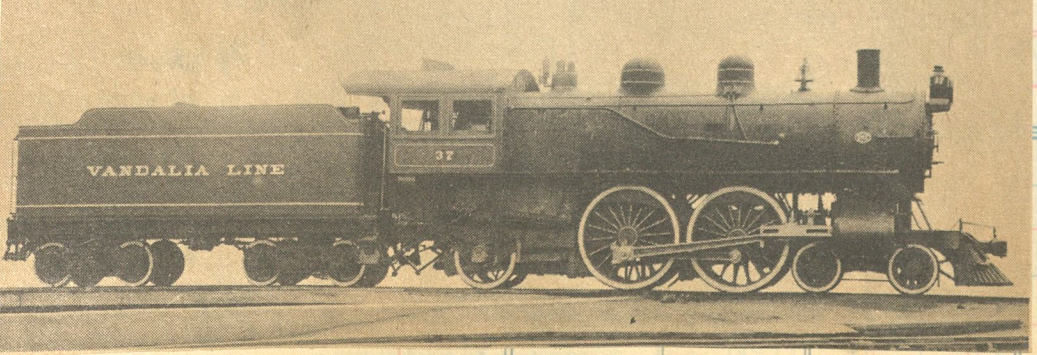
Terre Haute & Indianapolis #1450
Pittsburg 1893



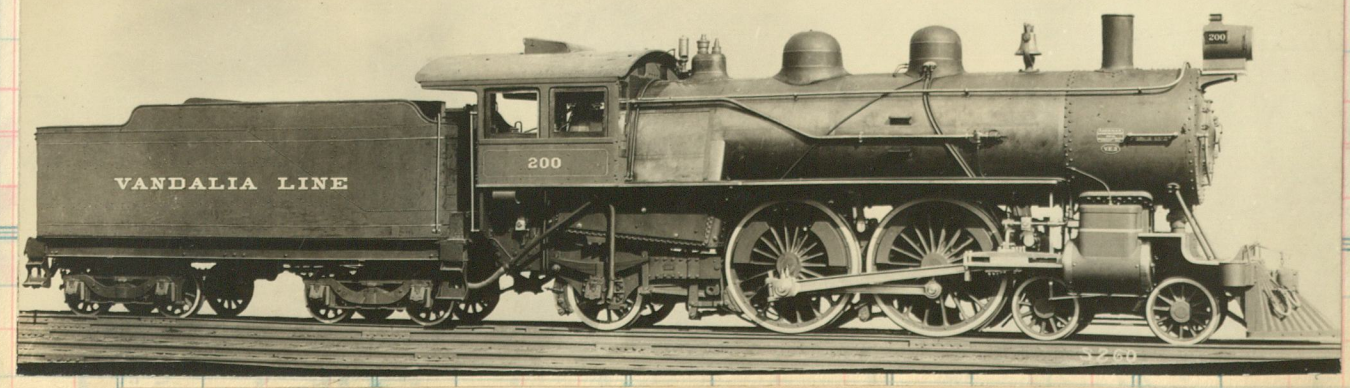
VANDALIA RR. 2-6-0



Deduct " #37 to PRR 8737 c/n 47812 Schenectady 1910

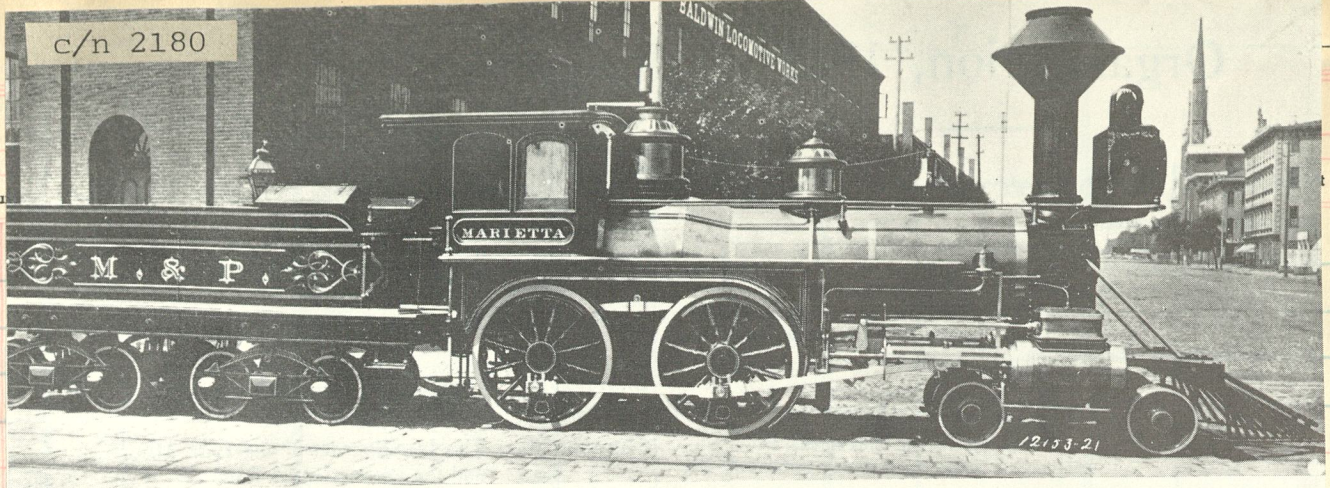


"An image of utmost dignity"
One of three Class VF-5 Moguls built by Schenectady in 1906 c/n 39871



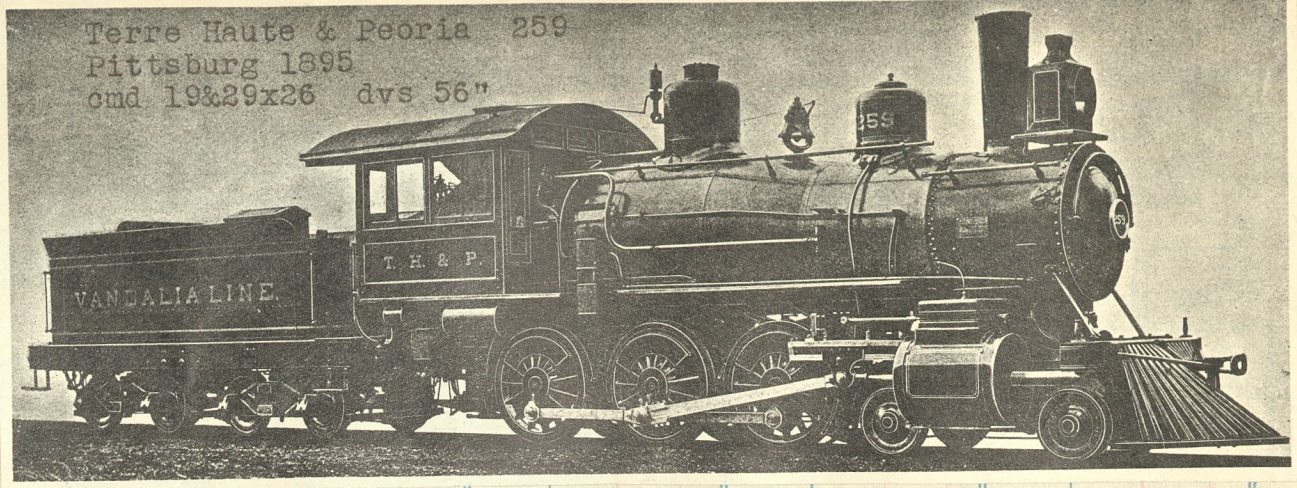
A "Hoosier Racer", five built by Schenectady in 1903
Class VE-2 c/n 29238

Clos. No. Sold Amount



c/n 2180

MARIETTA AND PITTSBURGH R.R. "Marietta" blocks Broad Street traffic in July 1870. (Collection of C. A. Brown)

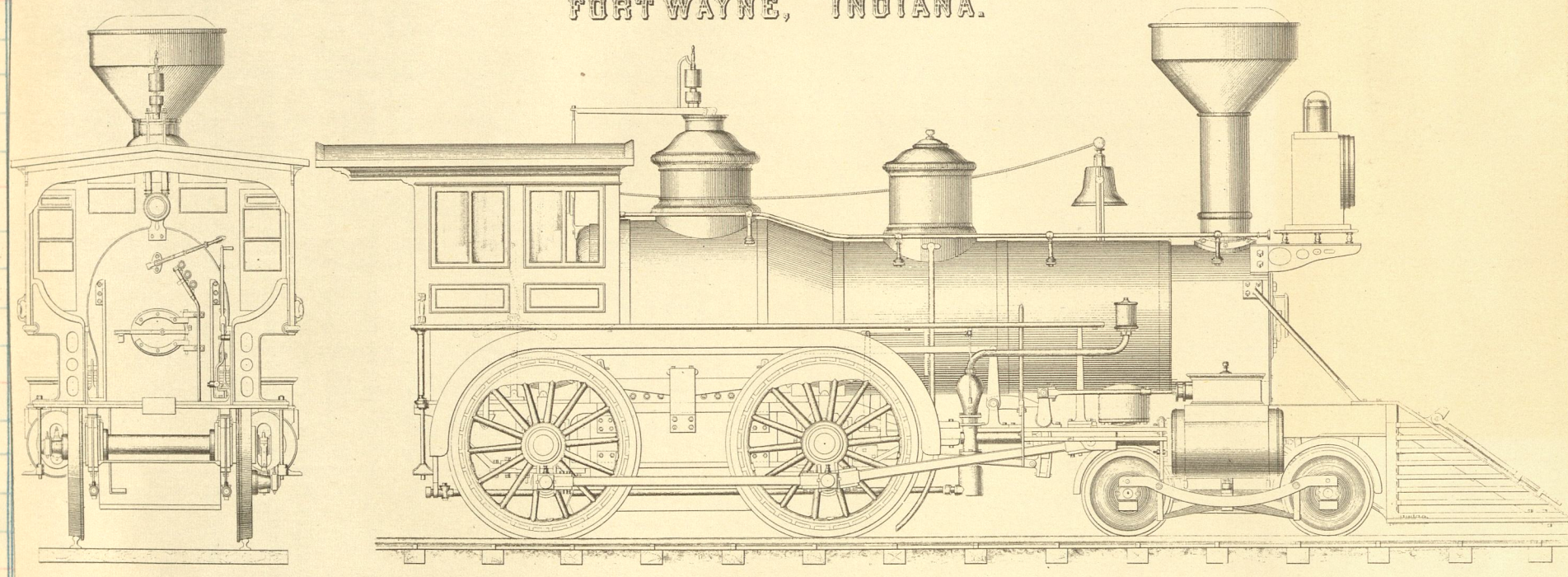


Terre Haute & Peoria 259
Pittsburg 1895
cmd 19x29x26 dvs 56"

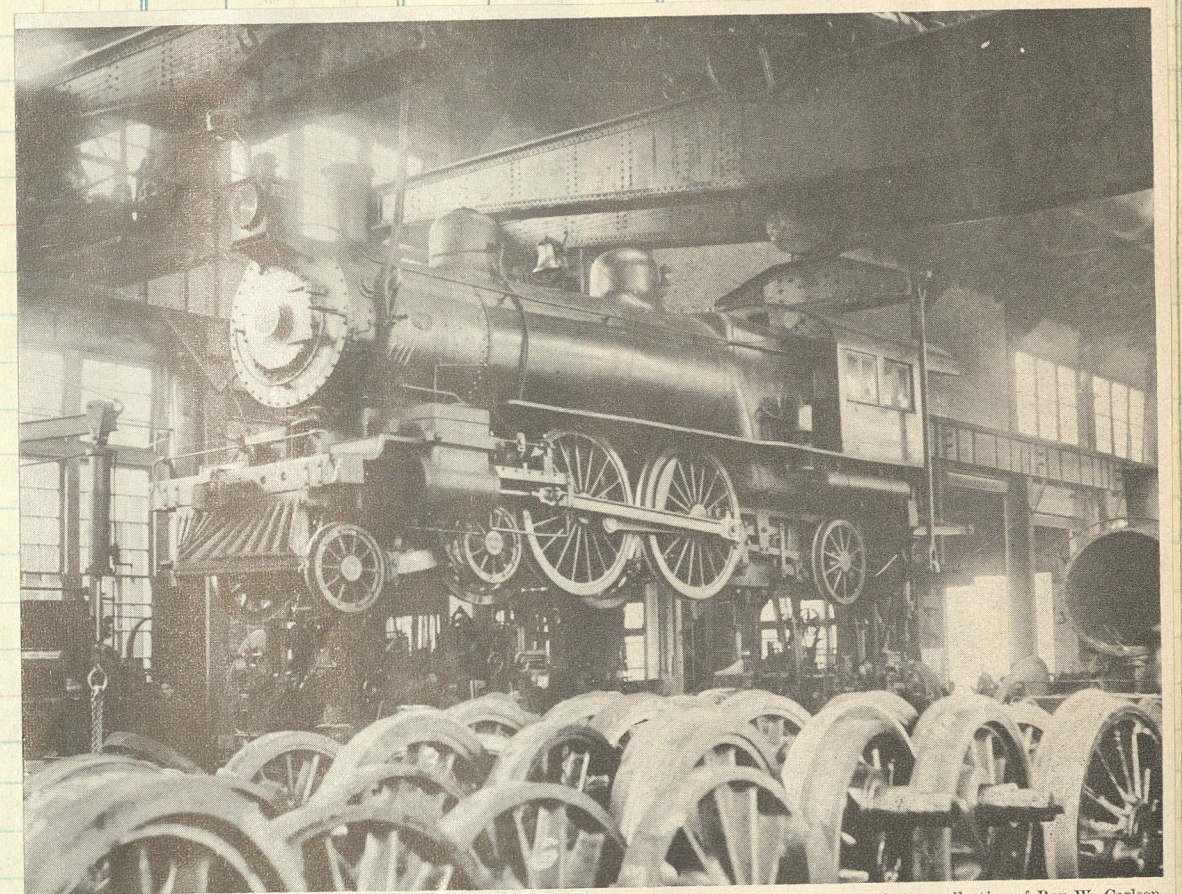
No. Sold Amount

c/n 1589 In 1905 noed Vandalia #527

PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY CO.
WESTERN DIVISION.
STANDARD PASSENGER AND FREIGHT LOCOMOTIVE
BUILT AT THE COMPANY'S WORKS.
JAMES M. BOON MASTER MECHANIC
FORT WAYNE, INDIANA.

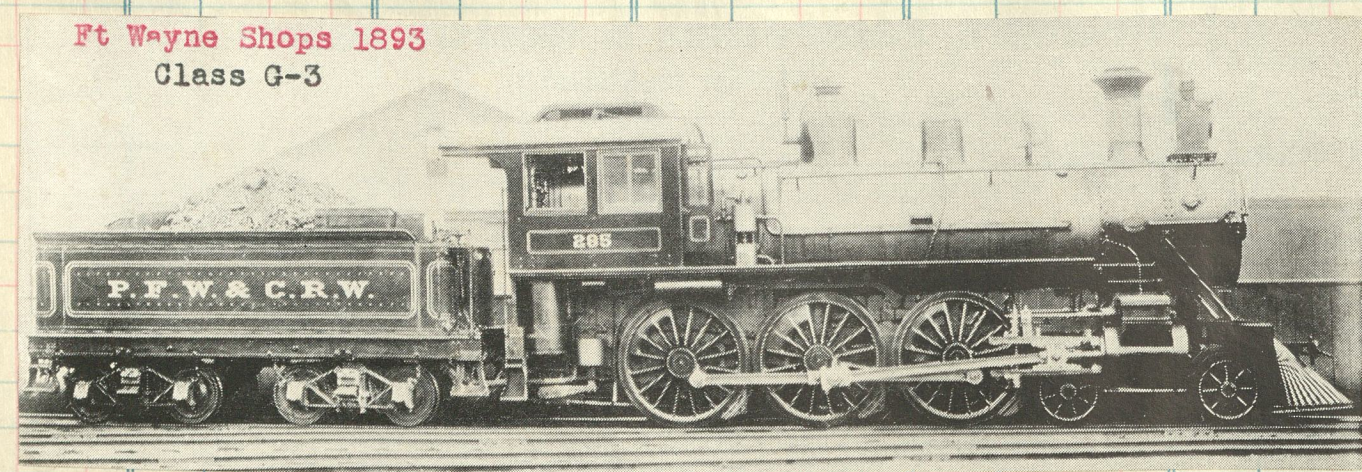


Built 1870. Passenger engines had 66" drivers, freight 60". Cyls 16x24
Wt 65,295#



Both photos, collection of Roy W. Carlson.
ATLANTIC 7213 of the Pittsburgh, Ft. Wayne & Chicago (Pennsy) rides high in the air in the Ft. Wayne (Ind.) shops in 1904. PFtW&C engines were given separate number blocks until 1918.

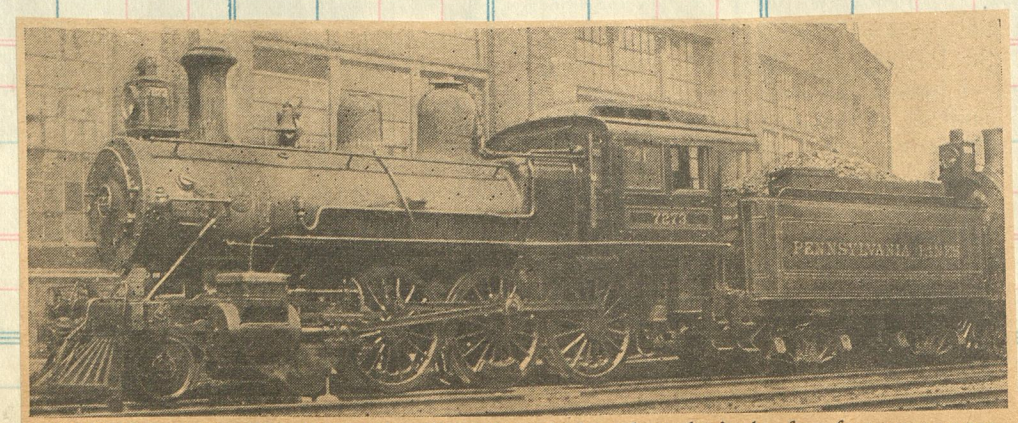
Ft Wayne Shops 1893
Class G-3



P.F.W. & C. #36



CRESTLINE IN 1883



PENNSY 7273, class G-3 (old class X)—designed exclusively for fast passenger traffic—was built in 1892 as PFW&C 273 at Fort Wayne. I snapped the picture in 1912

72

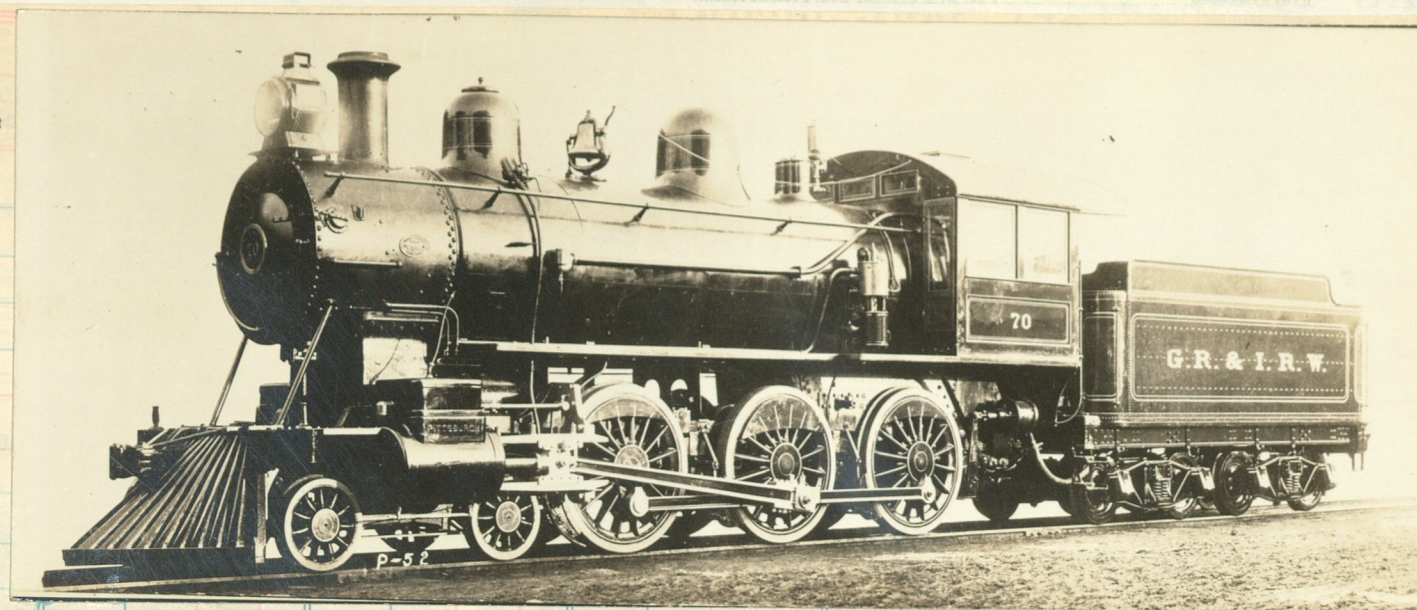
New

GRAND RAPIDS AND INDIANA RAILROAD.

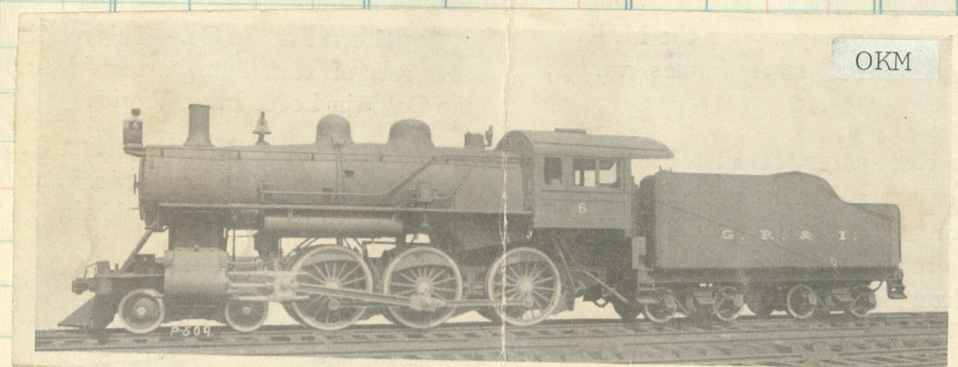
AT

SELLER	DATE	FORM	DESTINATION	Amt.	Com. No.	Clos. No.	Sold	Amount
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Sold	Amount	Clos. No.	Sold	Amount	Clos. No.	Sold	An	Com. No.
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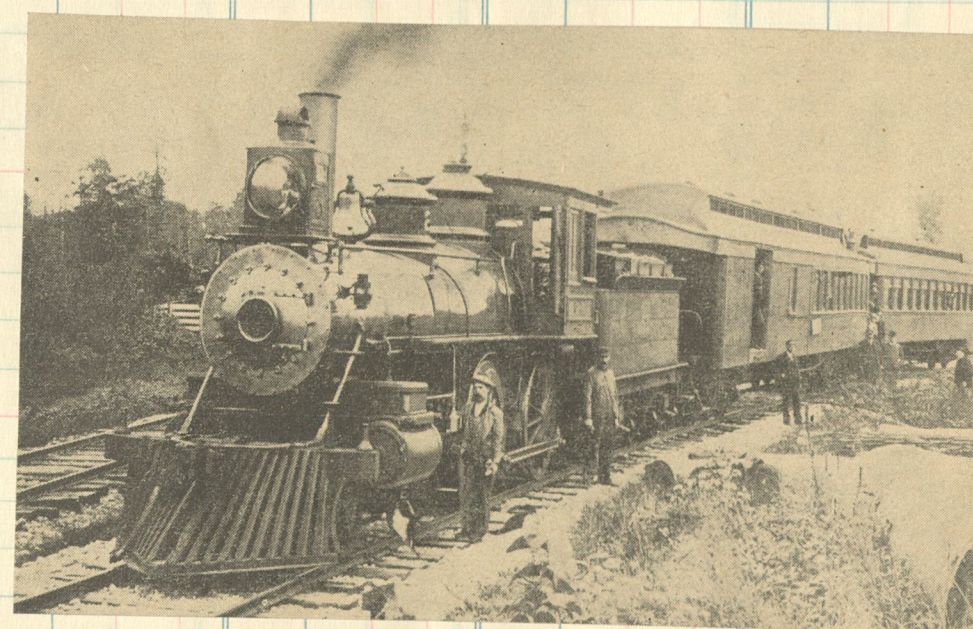
A husky ten wheeler delivered by Pittsburgh 1900 c/n 2214



#6 was blt by Pittsburgh 1907 c/n 42616
Later was PRR #9534 class G-34b

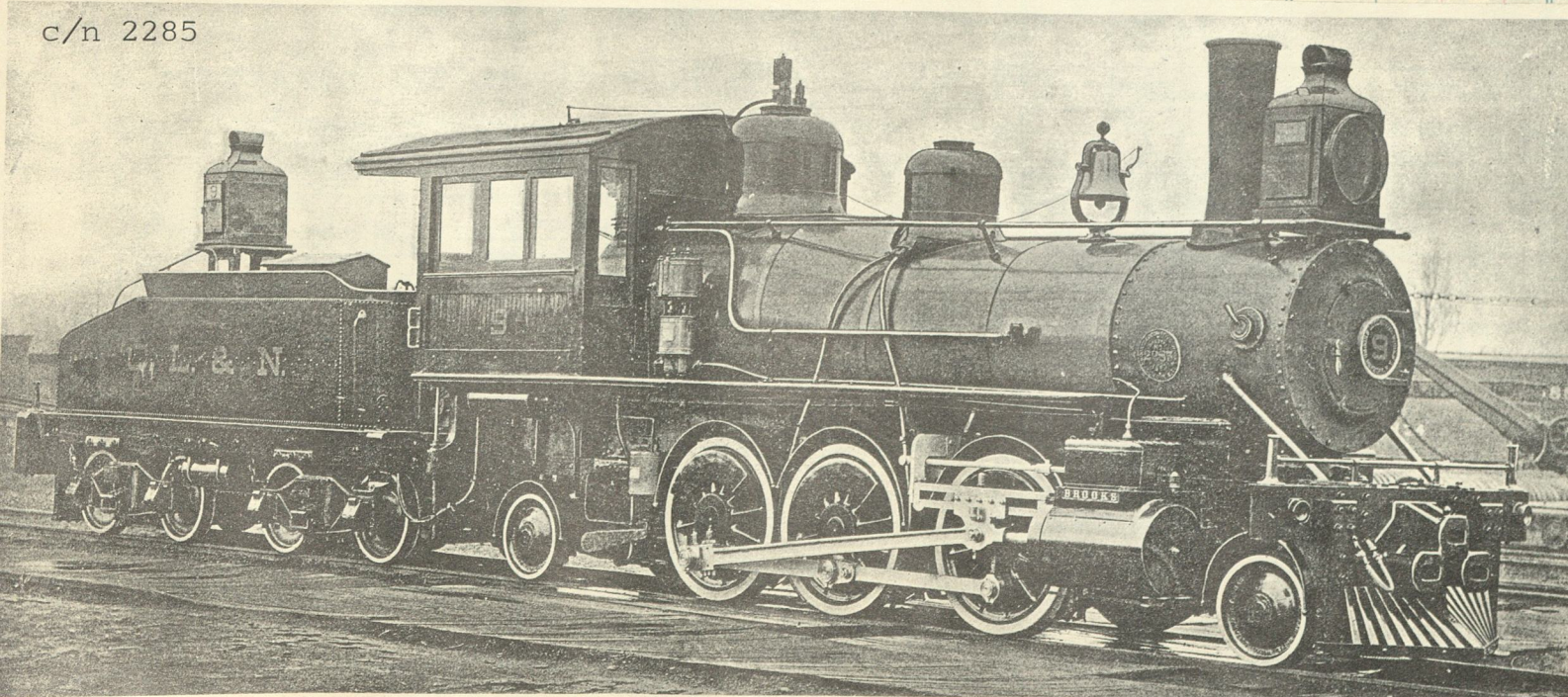


THE IMPACT FROM A HEAD-ON COLLISION produced this fierce telescope of a baggage car on the Grand Rapids and Indiana Road. The light construction of the car offered little resistance to telescoping. The end and floor have been cleanly stripped away.



A 'north end' local near Clarion, Mich. in 1907

c/n 2285



Cincinnati, Lebanon & Northern freight locomotive No. 9, built by the Brooks Locomotive Works in May 1893.

Collision on the Cincinnati, Lebanon & Northern

In a collision of passenger trains on the Cincinnati, Lebanon & Northern, at Pleasant Ridge, Ohio, seven miles north of Cincinnati, on August 1, three passengers and two employees were killed and three or more passengers and two employees were injured.



Photo by International

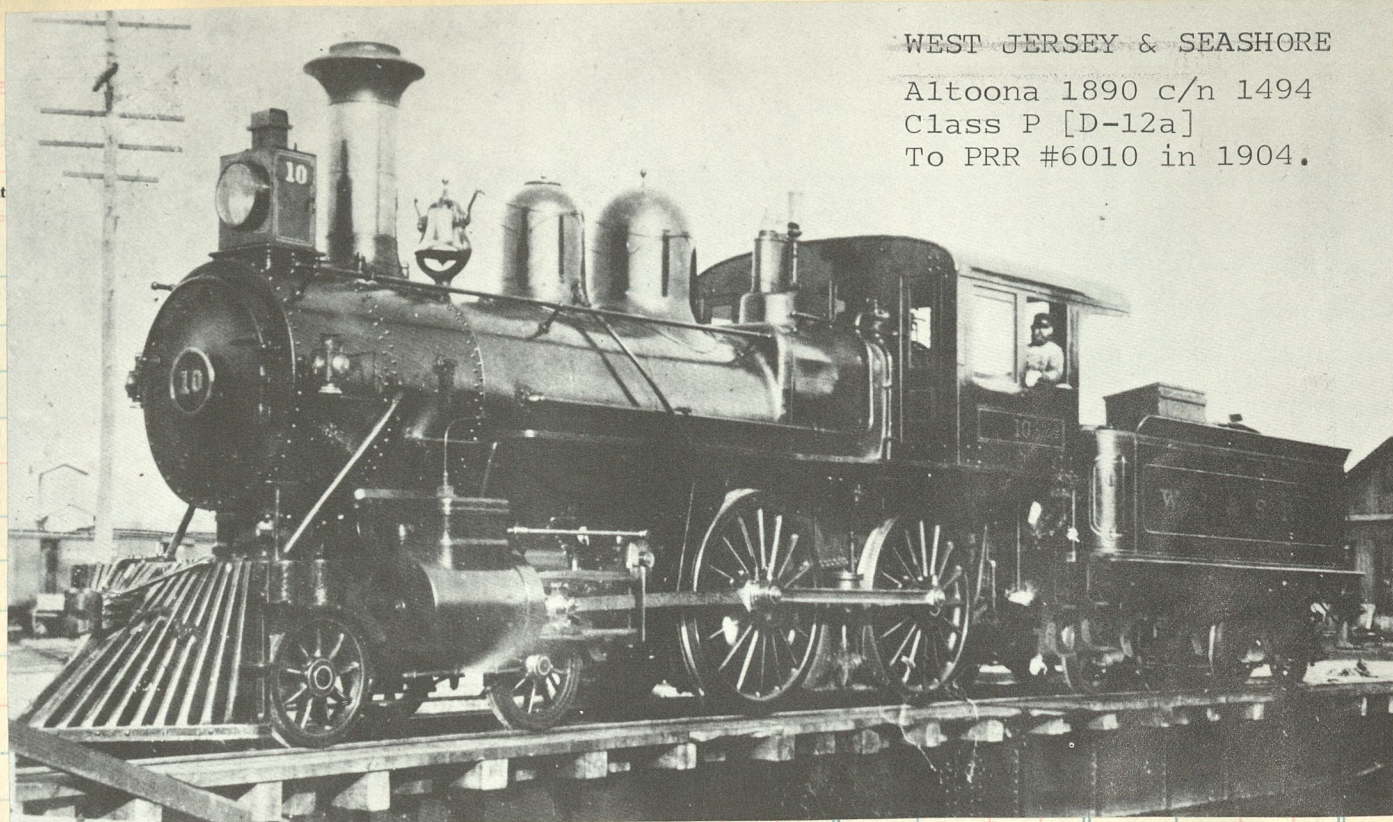
Shortly After the Accident on the C., L. & N.

jured. The trains were northbound regular passenger No. 11 and a southbound excursion train. It is said that the excursion train disregarded the rule requiring it to keep clear of the regular train.

Clos. No. Sold Amount Clos. No. Sold Amount

WEST JERSEY & SEASHORE

Altoona 1890 c/n 1494
Class P [D-12a]
To PRR #6010 in 1904.

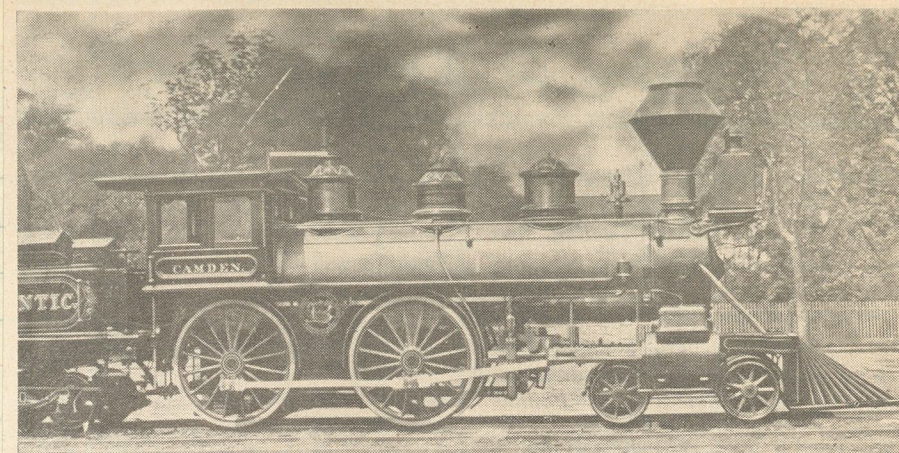


NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

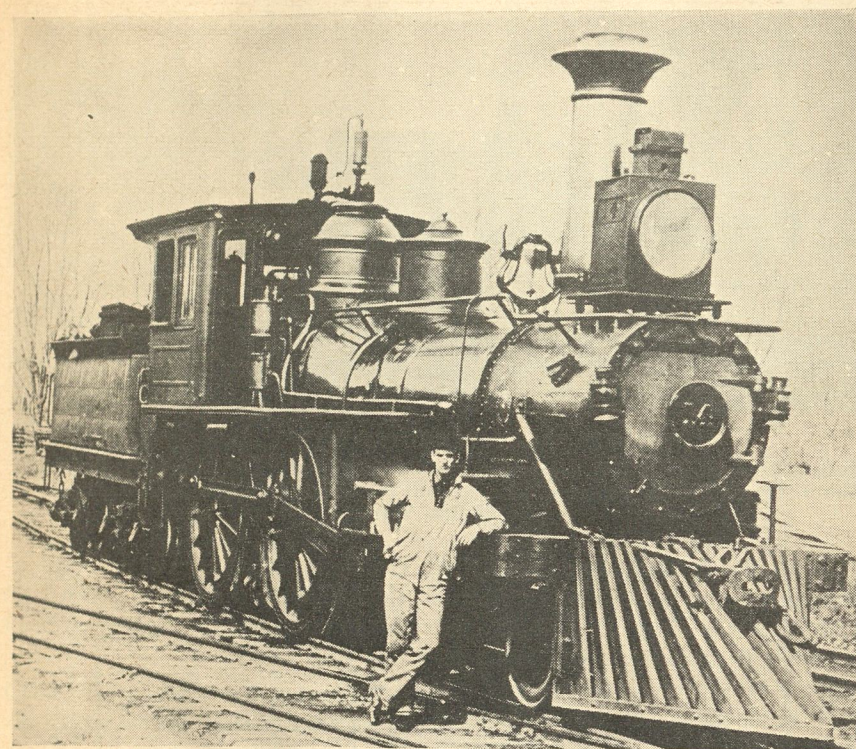
PUT HERE
To Make
Port Sheet

73



WEST JERSEY & SEASHORE RAILROAD'S ENGINE "CAMDEN" IN 1854

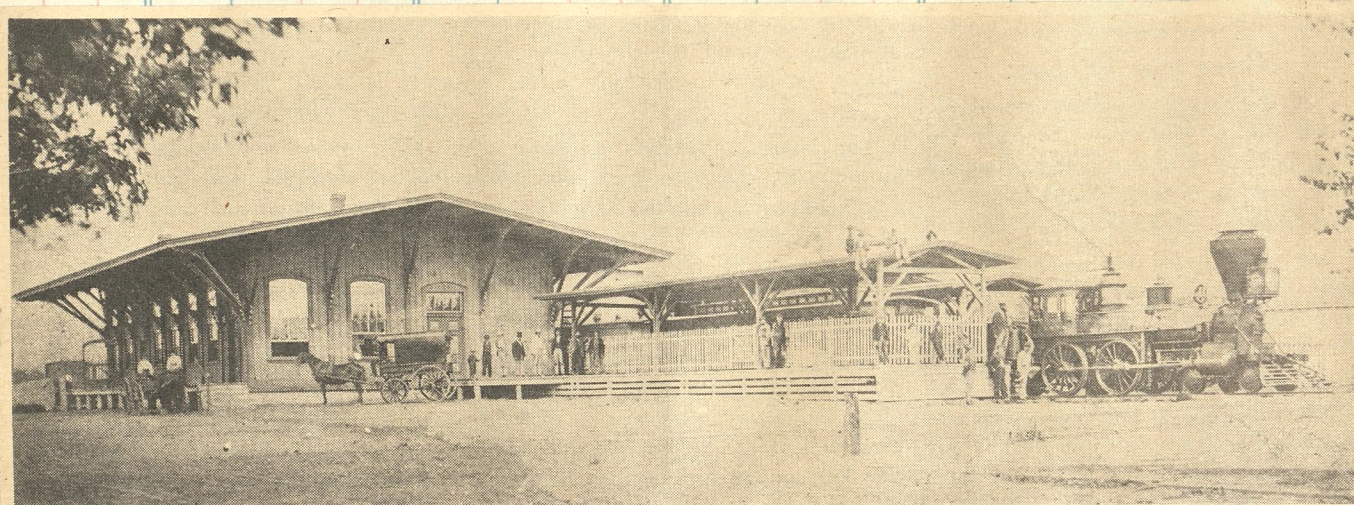
Camden & Atlantic Baldwin 1871 c/n 2432



C. William Witbeck

LOCOMOTIVE 14, WEST JERSEY & SEASHORE RAILROAD, AT PLAINFIELD, N.J., 1886.

PRR #14 Altoona 1876 c/n 314, to the
West Jersey 1897 as #31



WEST JERSEY RAILROAD'S ENGINE 9 AT MILLVILLE, N.J., STATION IN 1879

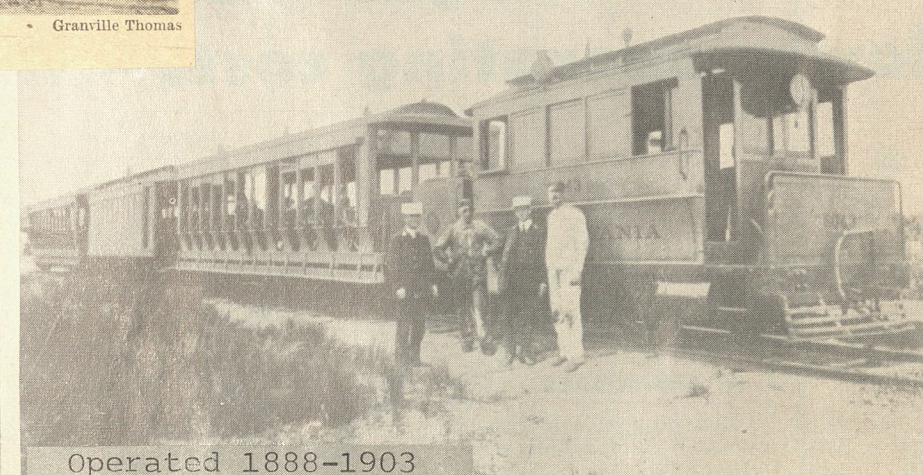
Granville Thomas



Granville T.

PENNSYLVANIA'S OLD ENGINE 17 PILED UP ON THE WEST JERSEY LINE ABOUT 1900

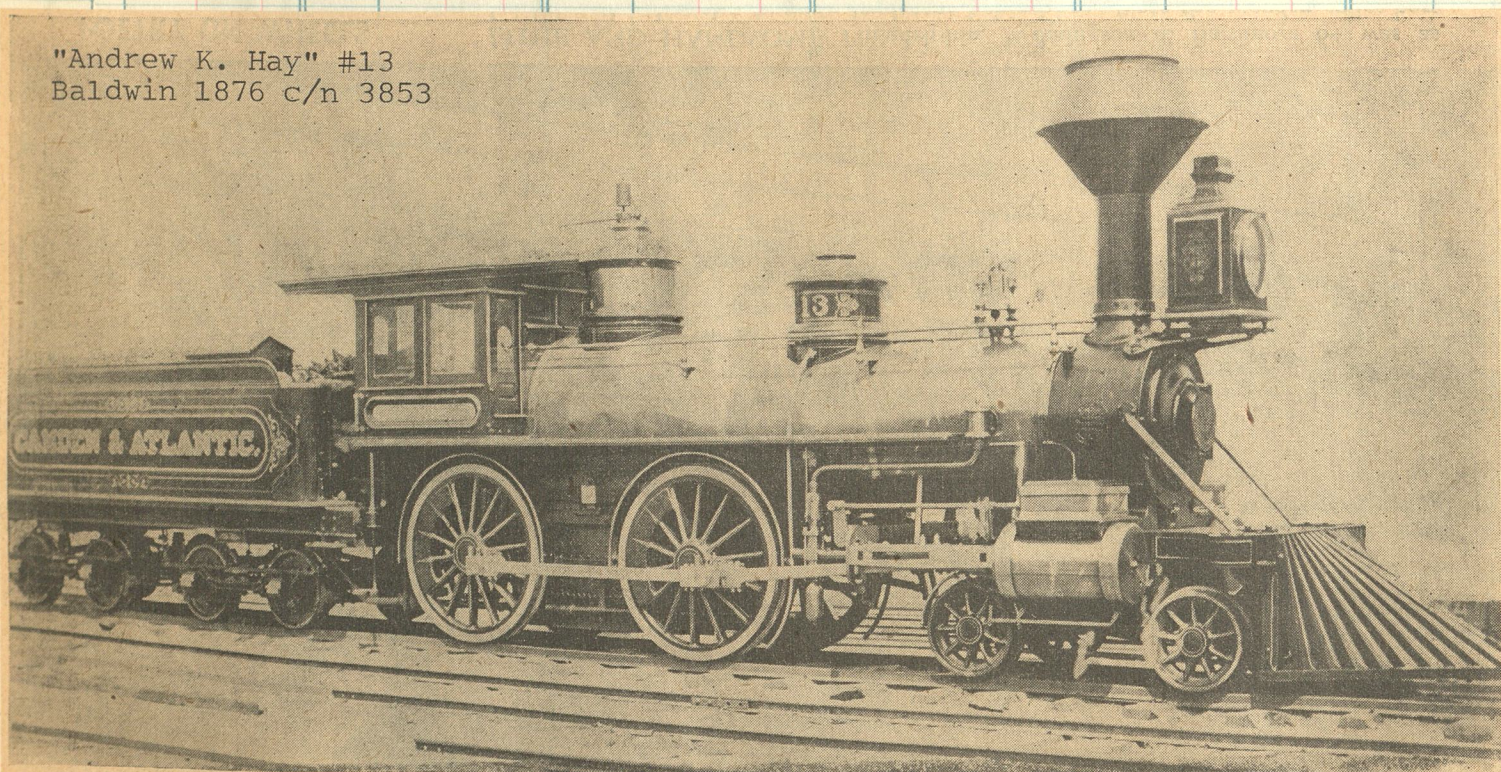
Altoona 1890
c/n 1481
as PRR #1390
to WJ&S #17
in 1896
D-12a



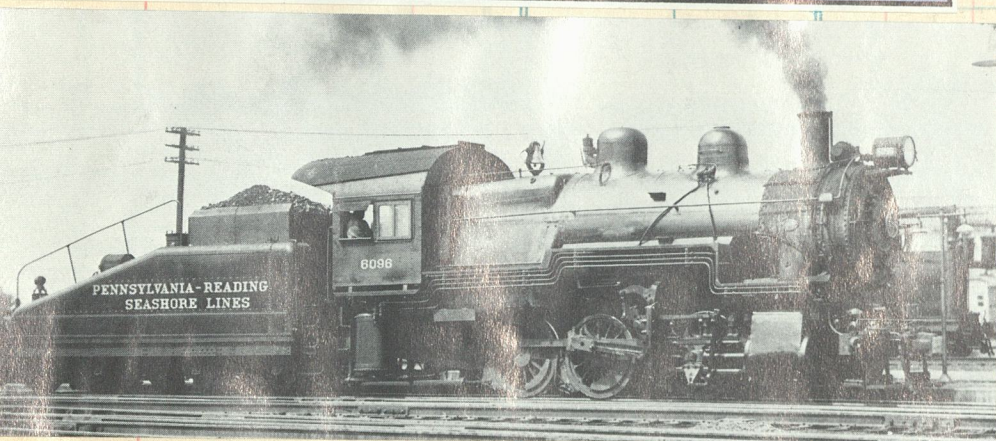
Operated 1888-1903

Pennsylvania Railroad "Yellow Kid," which ran from Stone Harbor to Ocean City, N. J.

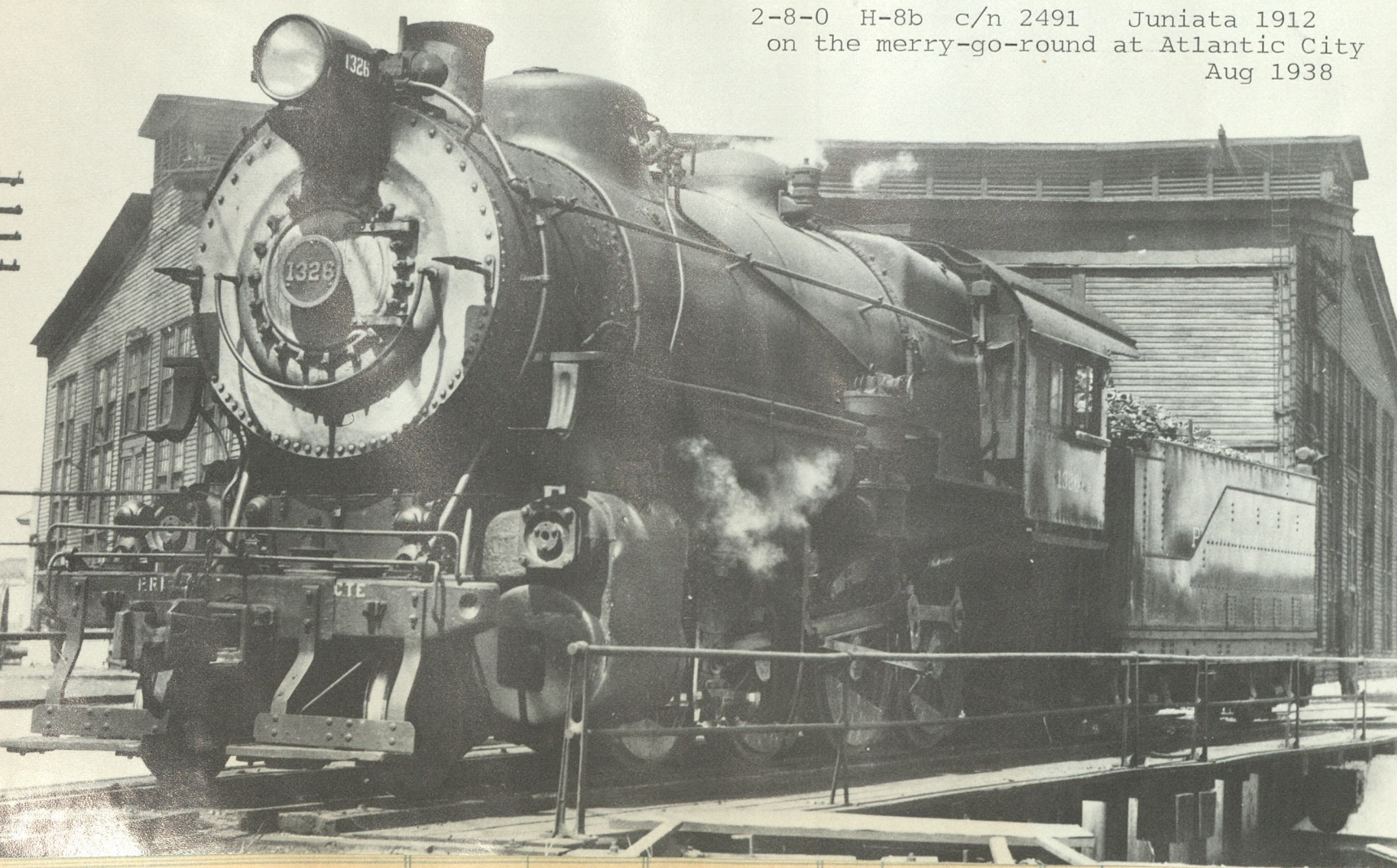
"Andrew K. Hay" #13
Baldwin 1876 c/n 3853



Former PENNSYLVANIA and READING Railroad Lines in *Southern New Jersey*



Built as PRR #3079 at Juniata 1916 c/n 3079
class B-6sb, to PRSL #6096 in 1938



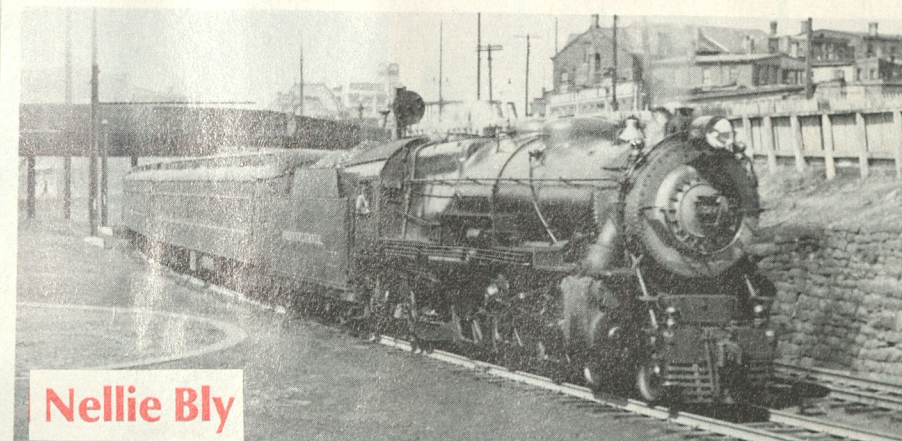
2-8-0 H-8b c/n 2491 Juniata 1912
on the merry-go-round at Atlantic City
Aug 1938



PENNSYLVANIA—READING SEASHORE LINES

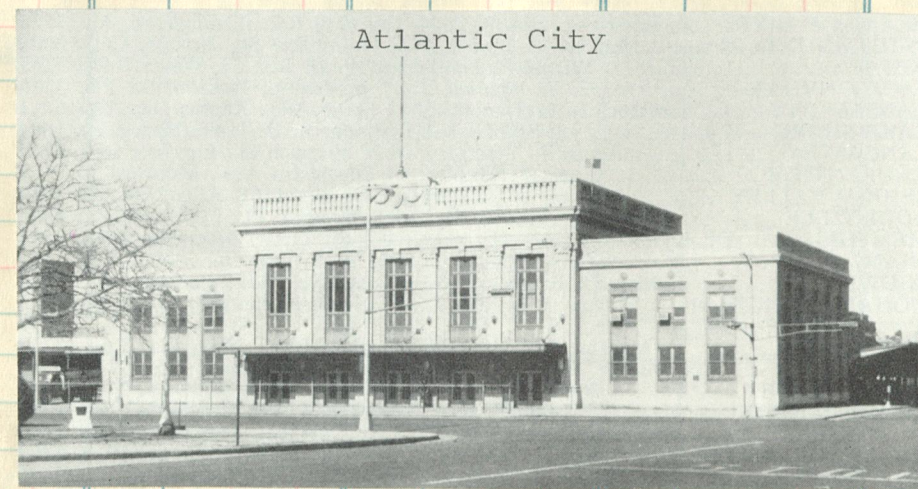


The fireman relaxes as his E-6s, Juniata 1914
c/n 2821, struts out of Atlantic City

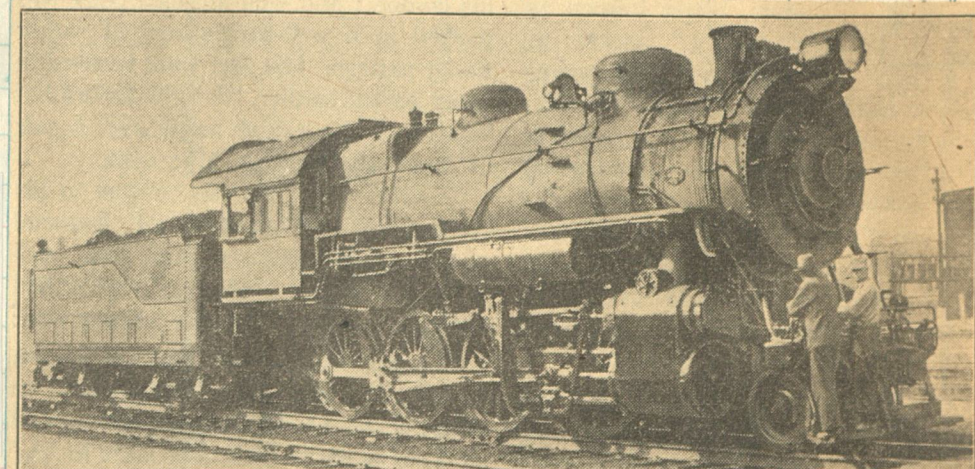


Nellie Bly

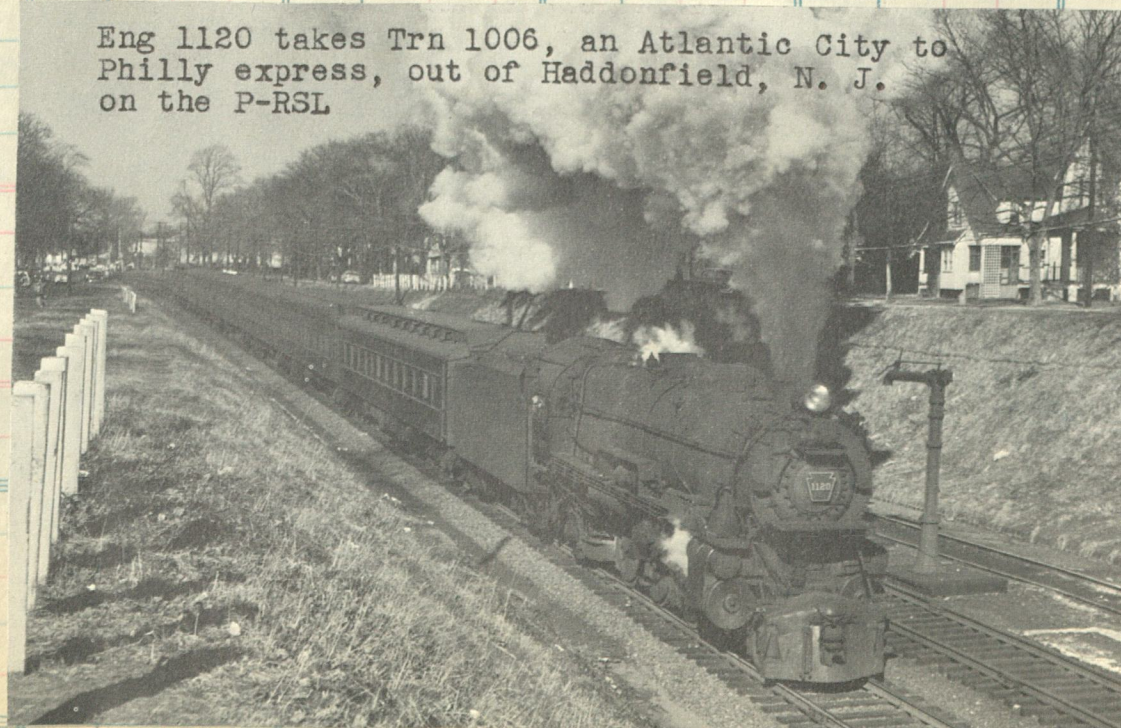
Collection of Robert G. Lewis, *Railway Age*.
WITH two parlor cars visible behind the K4, Pennsylvania's Nellie Bly leaves Trenton en
route from New York to Atlantic City about 1935.



Atlantic City



The Only Juniata-Built Consolidation Type in Seashore Service Is Number 6072; Class H9s



Eng 1120 takes Trn 1006, an Atlantic City to
Philly express, out of Haddonfield, N. J.
on the P-RSL

CUMBERLAND VALLEY

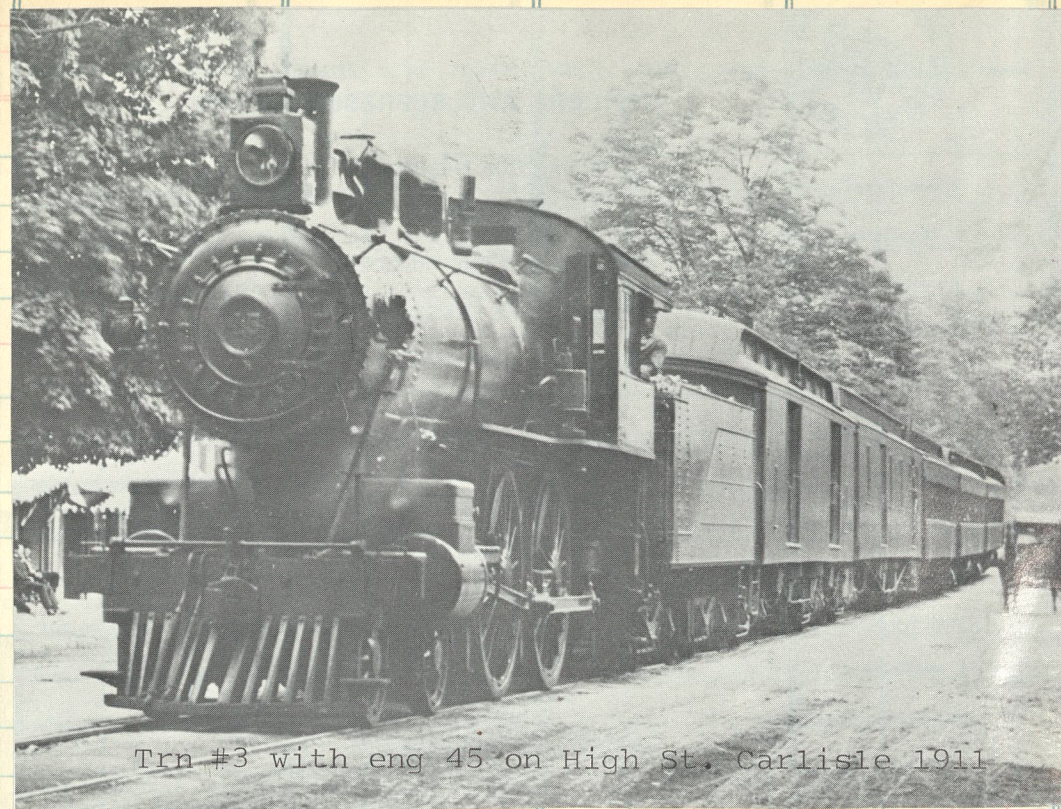
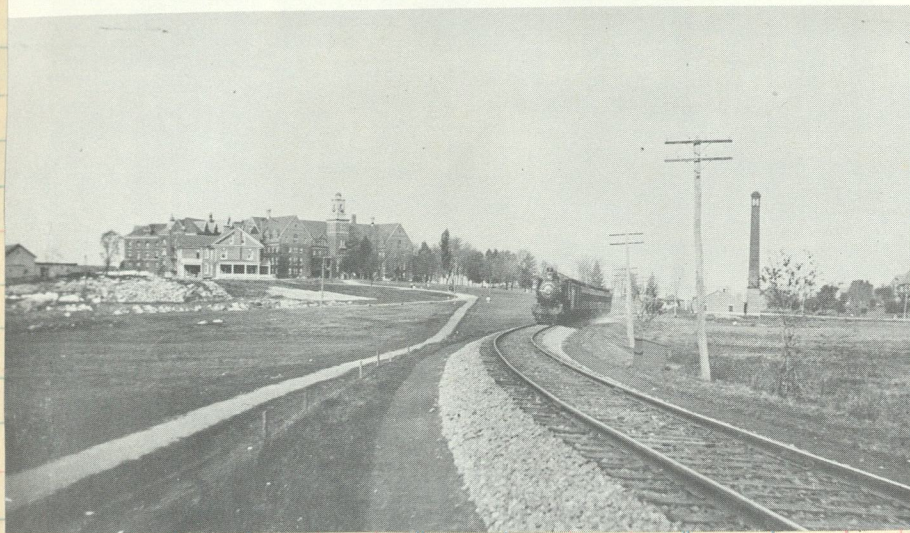
NYCS
AP A-26

7-47 1000 bks. (Eureka 4423)
Printed in U.S.A.

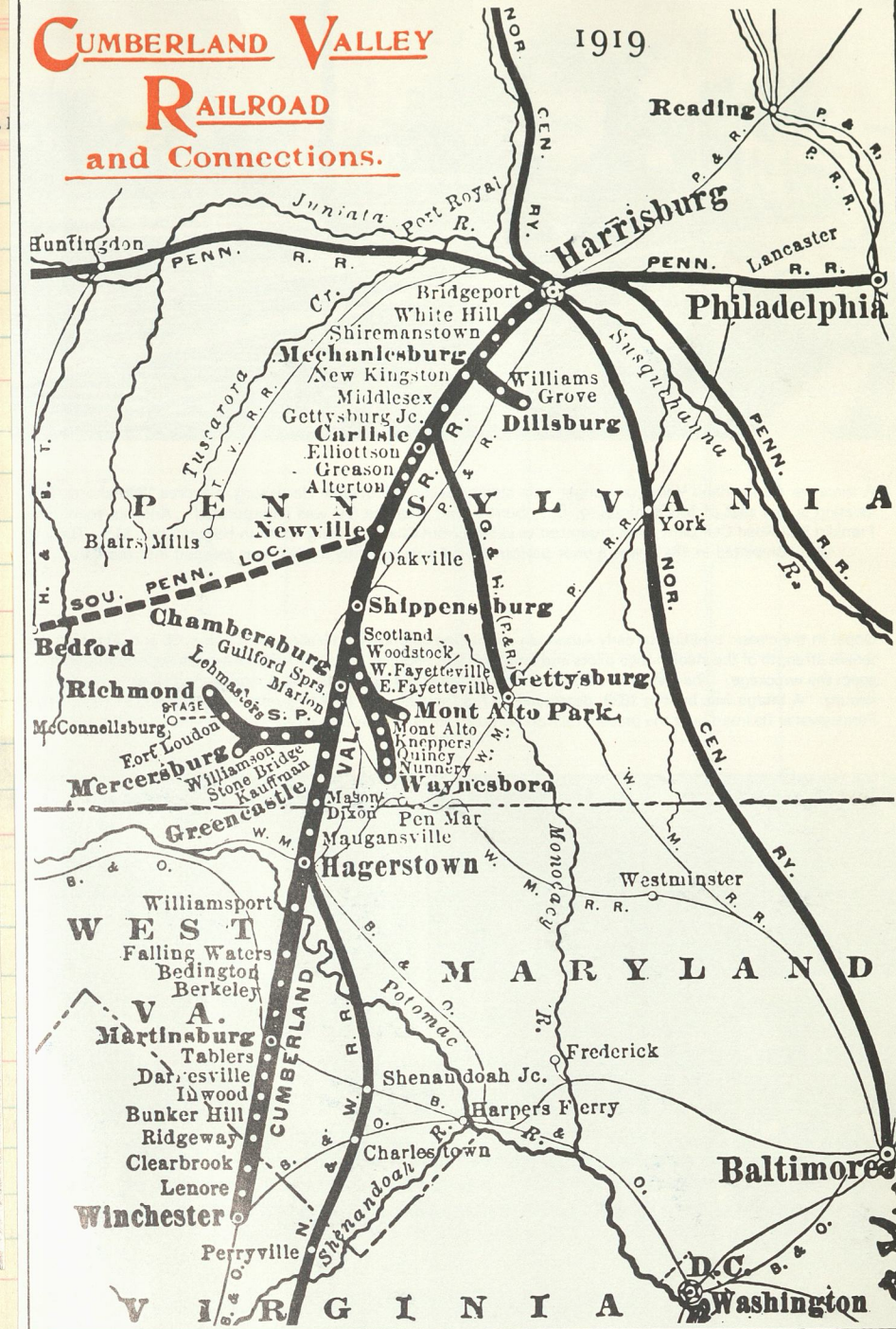
HERE
like
sheet

75

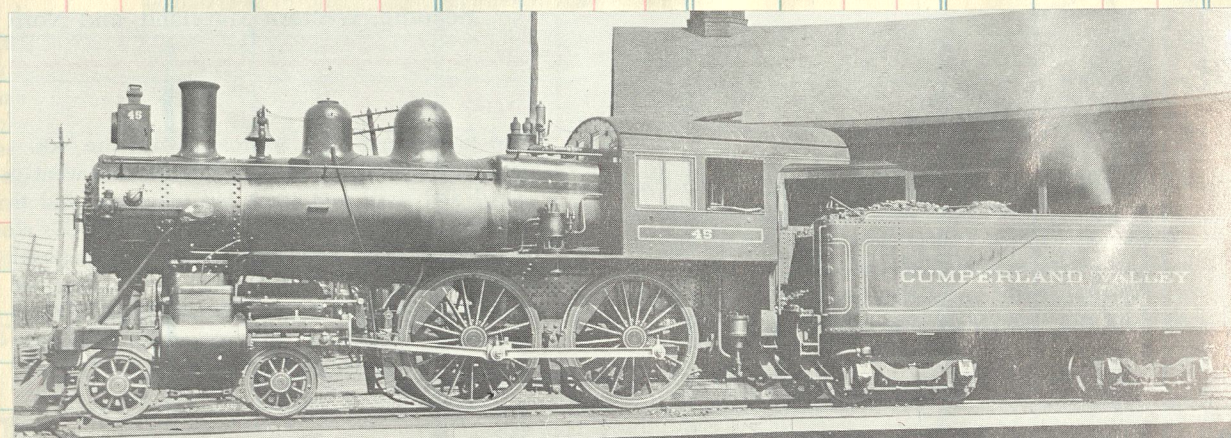
A manicured right-of-way supports a westbound (geographically southbound) Cumberland Valley passenger train as it passes the State Normal School in Shippensburg, Pa., about 1911. The train appears to be No. 5 which often had Engineer Piney Schaeffer at the throttle. The engine is No. 42 built 1906-07 at the Pennsylvania Railroad's Juniata Shops, Altoona, Pa.



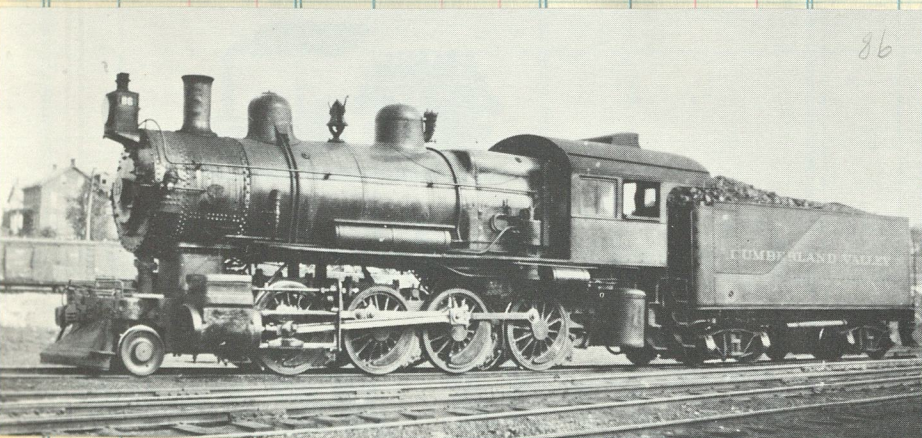
Trn #3 with eng 45 on High St. Carlisle 1911



Cumberland Valley Train No. 5 is seen intersecting King and Earl Streets in Shippensburg, Pa. The train is headed by No. 42 and the building with the mailbox on the steps is the post office. In this 1911 early spring view, the train was due in Shippensburg at 1:06 P.M. and appears to be on schedule. On June 2, 1919, the Pennsylvania Railroad acquired the CV, and the line, which had been controlled by the PRR for many years, lost its individual identity.

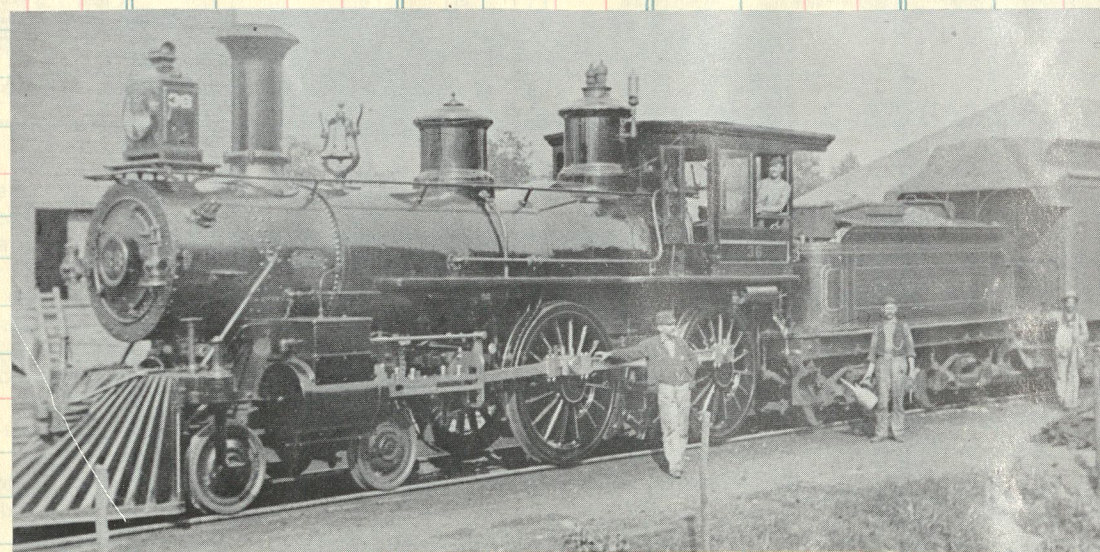


#45 c/n 1549 Juniata 1906 To PRR 3795 (1920)



14-65

That's milepost 25 by the baggage cart, next to the small Altoona, Pa., station on the Cumberland Valley Railroad. This postcard view taken about 1915 shows the double track which reached Shippensburg in 1916. It's hard to believe today but in the early 1900's the CV operated a through sleeper between New York and Knoxville, Tenn., and a buffet-sleeper between Gary, W. Va. and Philadelphia.



#36 c/n 3450 Rogers 1884



#42 blt at Juniata 1907 c/n 1694. Renoed PRR #3792 in 1920

Wash. St. Sta Shippensburg

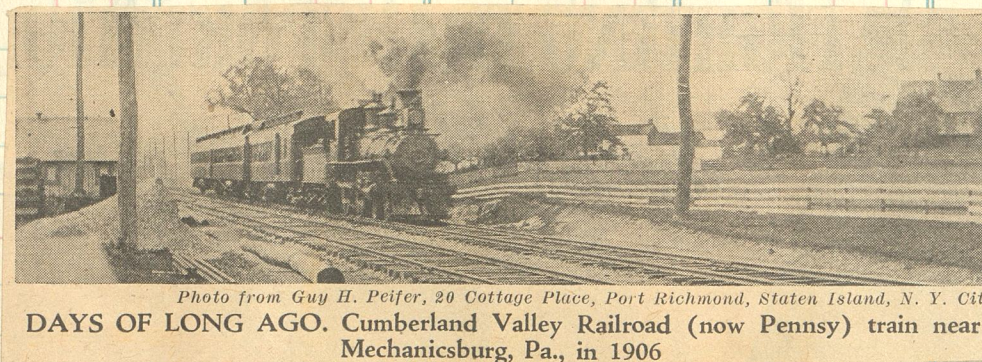
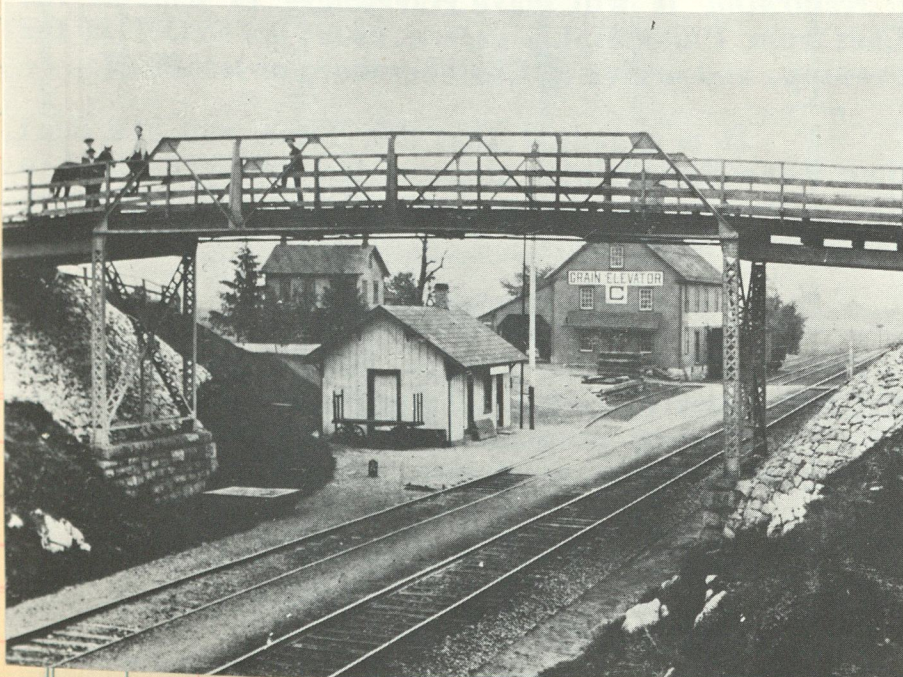
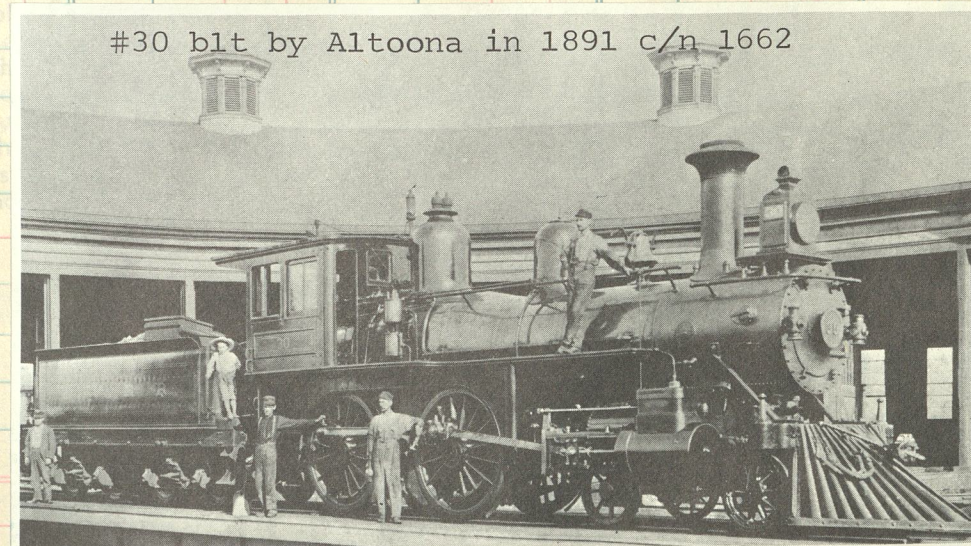


Photo from Guy H. Peifer, 20 Cottage Place, Port Richmond, Staten Island, N. Y. City DAYS OF LONG AGO. Cumberland Valley Railroad (now Pennsy) train near Mechanicsburg, Pa., in 1906



#30 blt by Altoona in 1891 c/n 1662

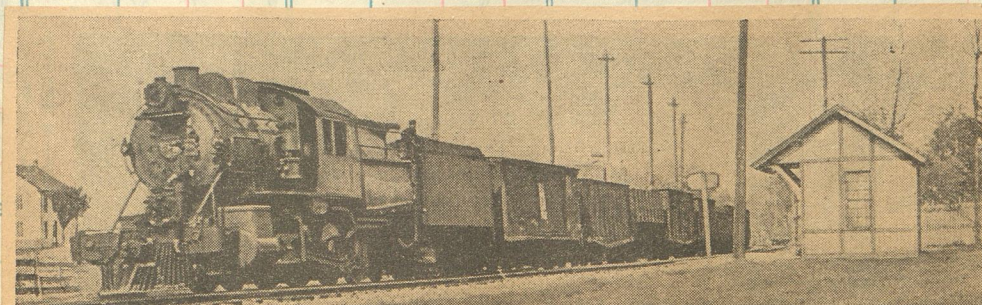
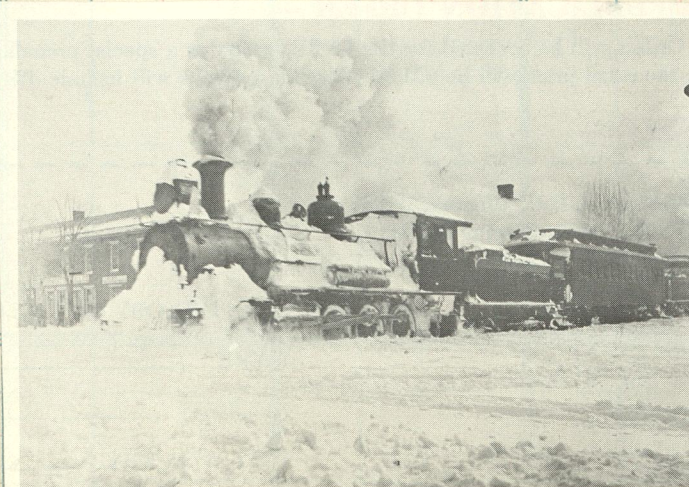
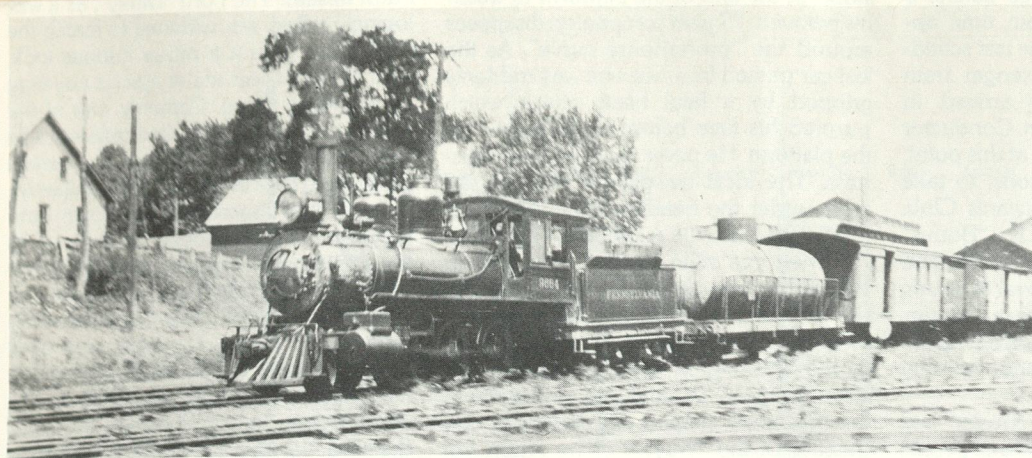


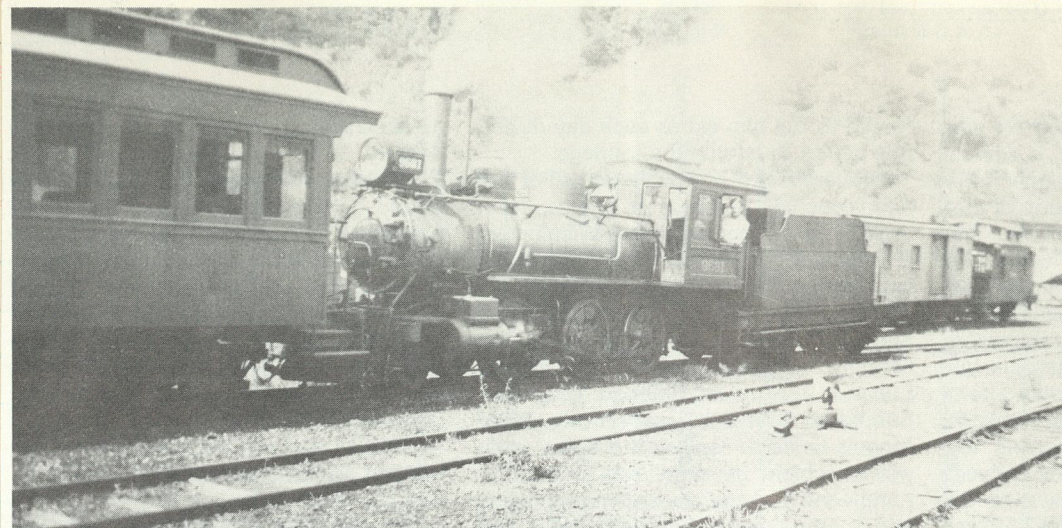
Photo from Guy H. Peifer, 20 Cottage Pl., Port Richmond, Staten Island, N. Y.

RARE is the word for this shot of a Philadelphia & Reading train with P&R crew stopping one Sunday in 1906 at Mechanicsburg, Pa., the Washington Street station of the old Cumberland Valley Railroad (now Pennsy)

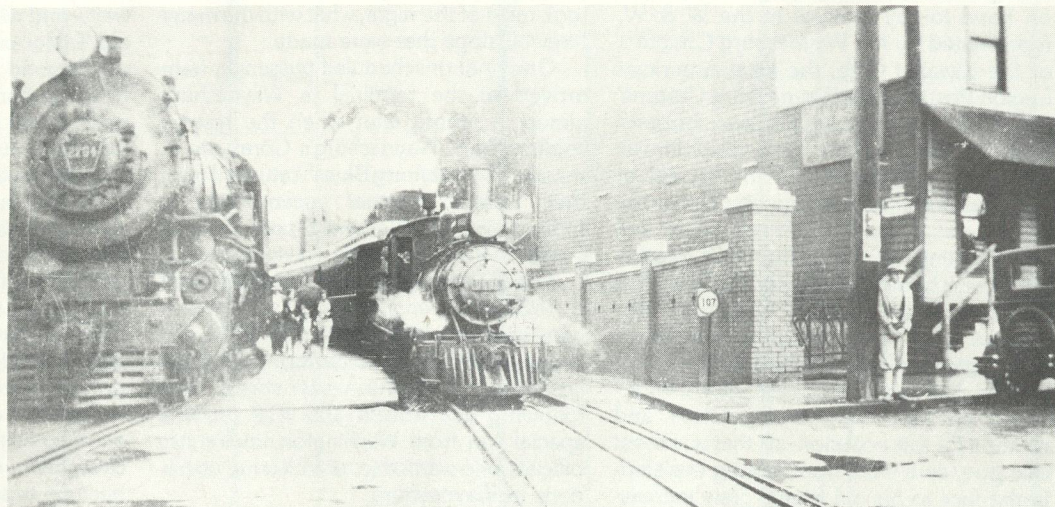
SELLER			WAYNESBURG & WASHINGTON RAILROAD.											
DATE			EDWARD B. TAYLOR, President.						S. B. LIGGETT, Secretary.					
			T. J. BROOKS, Vice-President.						JOHN W. RENNERT, Auditor.					
FORM			T. H. B. MCKNIGHT, Treasurer.						C. E. BOWEN, Supt., Waynesburg, Pa.					
			General Offices—Pittsburgh, Pa.											
			May 26, 1905.											
144	160	162	158	154	155	L.V.E. (Cent. time).			JARR.	151	159	151	141	143
P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Waynesburg				P.M.	P.M.	P.M.	P.M.	P.M.
3:23	5:15	12:05	Proano	5:15	0	Scamors				9:03	6:03	8:23	10:03	8:13
3:25	5:40	2:17				Swart				8:51	5:51		10:11	8:01
3:28	5:34	2:24		5:34	8	Dear Lick				8:58	5:58		10:18	8:08
3:34	5:37	2:30		5:40	9	West Union				8:51	5:51		10:11	8:01
3:42	5:42	2:35		5:45	13	Conger				8:56	5:56		10:16	8:06
3:48	5:49	2:42		5:53	13	Hackney				8:51	5:51		10:11	8:01
3:49	5:52	2:45		5:55	13	West Amity				8:16	5:16		9:37	7:27
3:55	5:58	2:51		6:01	16	Juelien				8:15	5:15		9:36	7:26
4:00	6:00	2:58		6:04	16	Baker				8:15	5:15		9:36	7:26
4:04	6:07	3:02		6:12	19	McCracken				8:05	5:05		9:26	7:16
4:07	6:10	3:05		6:15	20	Vankirk				7:55	4:55		9:16	7:06
4:14	6:18	3:13		6:23	23	Washington				7:46	4:46		9:06	6:56
4:24	6:28	3:23		6:33	26	Pittsburg (P.C.C. & S.L.)				7:40	4:40		9:00	6:50
4:35	6:38	3:35		6:45	30	Pittsburg (P.C.C. & S.L.)				7:40	4:40		9:00	6:50
4:48	6:45	3:55	11:45	6:55	40	Pittsburg (P.C.C. & S.L.)				7:40	4:40		9:00	6:50
4:58	6:55	4:05	12:00	7:05	45	Pittsburg (P.C.C. & S.L.)				7:40	4:40		9:00	6:50
P.M.	A.M.	P.M.	Noon	A.M.		Pittsburg (P.C.C. & S.L.)				7:40	4:40		9:00	6:50
			† Daily, except Sunday. ‡ Sunday only. + Coupon station. Connection. —With Pittsburgh, Cincinnati, Chicago & St. Louis Ry.											



No. 9684 (second W&W #4) works a mixed freight out of Waynesburg yard during its final days on the W&W. The tank car behind the tender is a homebuilt car for the oil traffic which was very common in the Waynesburg area.



Number 9681 (W&W #1) picking up an extra passenger car in the Waynesburg yard for the last train to Washington on July 9, 1929.



The second #1 arriving in Washington from Waynesburg on the last run on the W&W on July 9, 1929. Note the Pennsy 2-8-0 on the left.

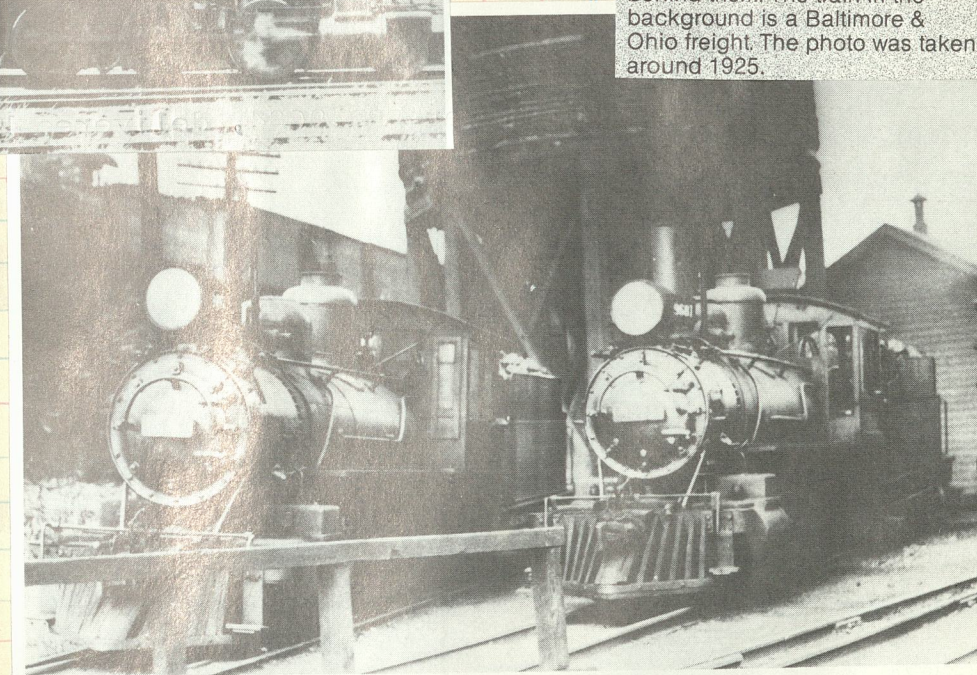
Dunns station looking north from past the trestle. The trestle was approximately 200 feet long and 30 feet high. These buildings are still in place today but very deteriorated. The station is used for storing hay.



The second #4 with baggage/express #12 and observation #13 at Washington Station headed for Waynesburg on the final day of operation on July 9, 1929.



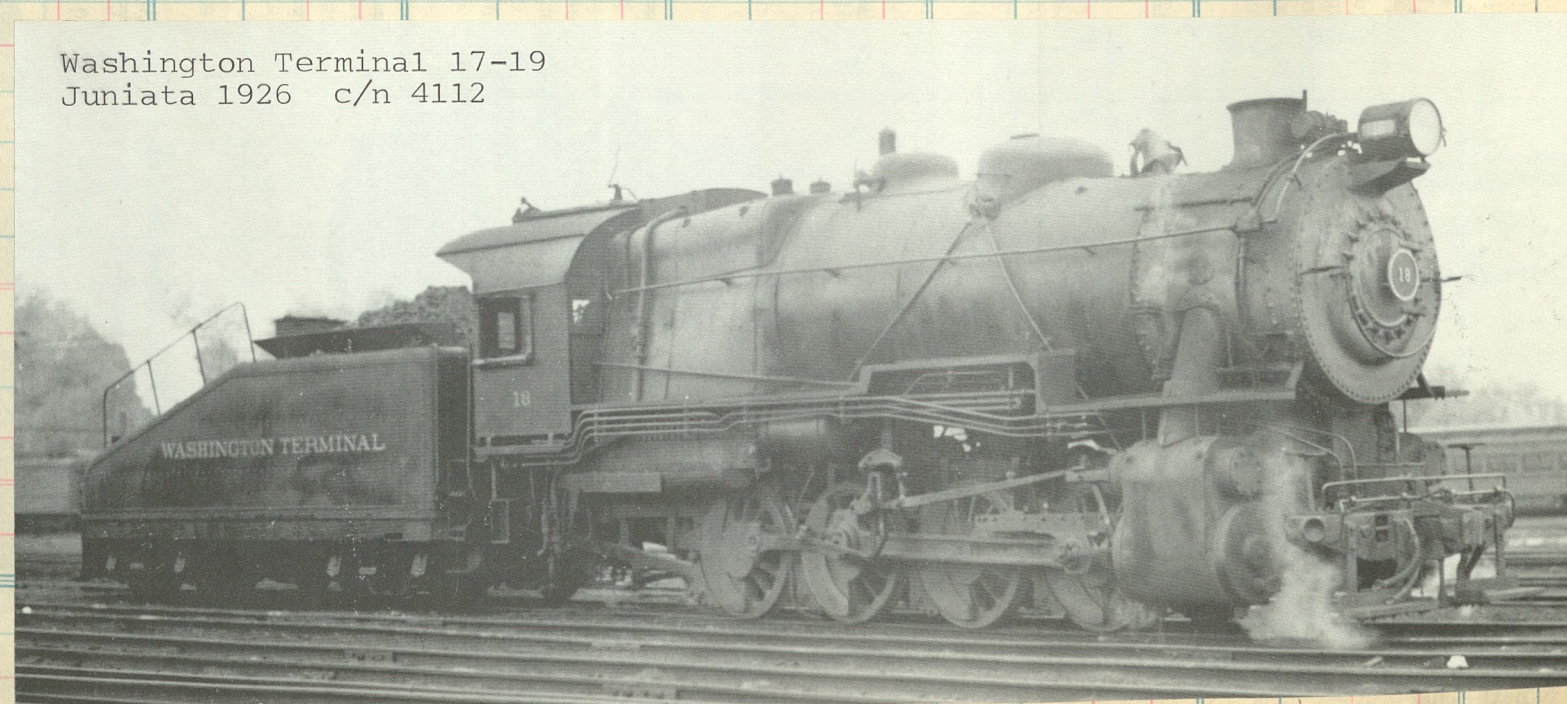
W&W Second #1 and #7 wait at the Washington Yard facing the turntable with the water tank behind them. The train in the background is a Baltimore & Ohio freight. The photo was taken around 1925.

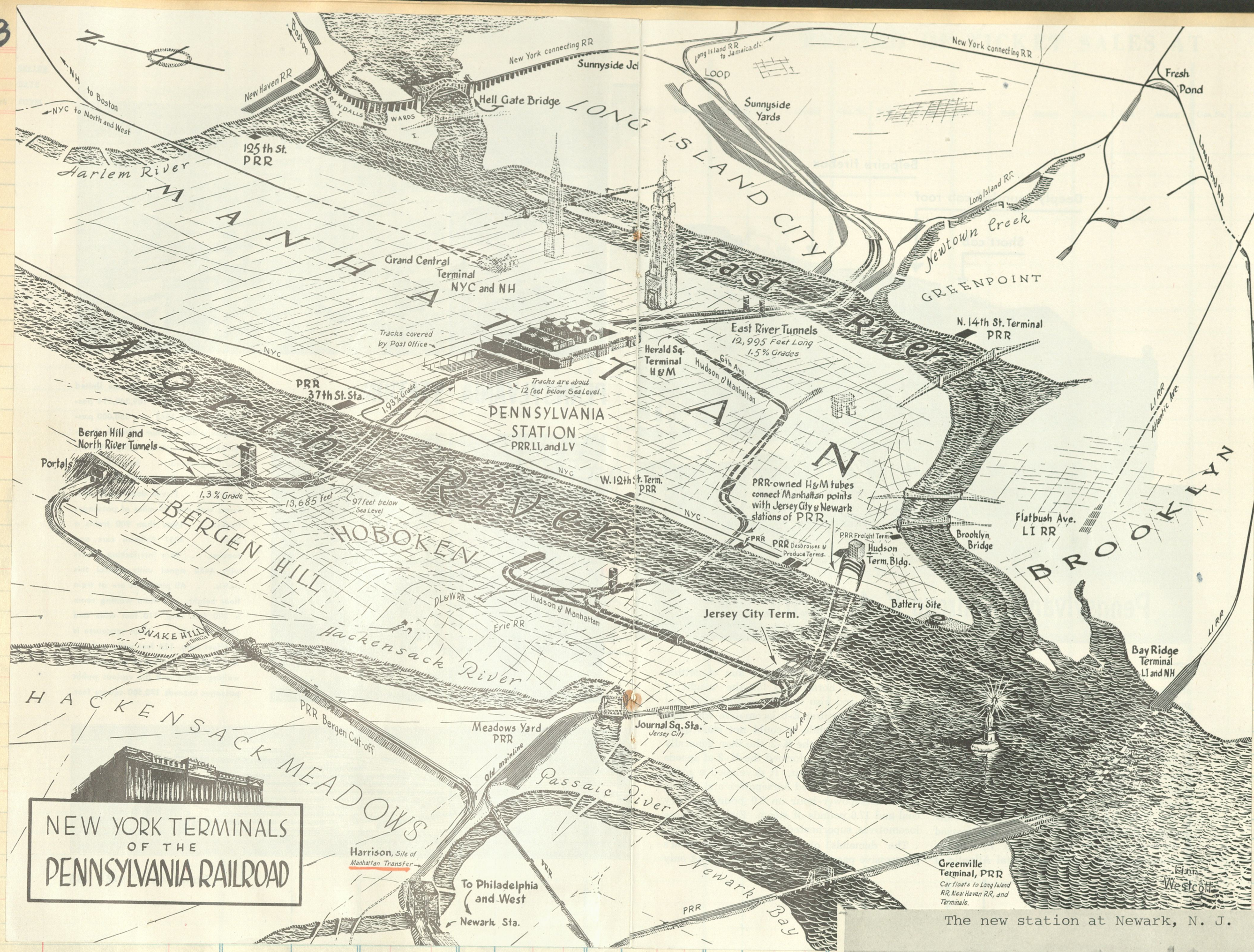


Washington Terminal 20-29
Juniata 1911 c/n 2292



Washington Terminal 17-19
Juniata 1926 c/n 4112





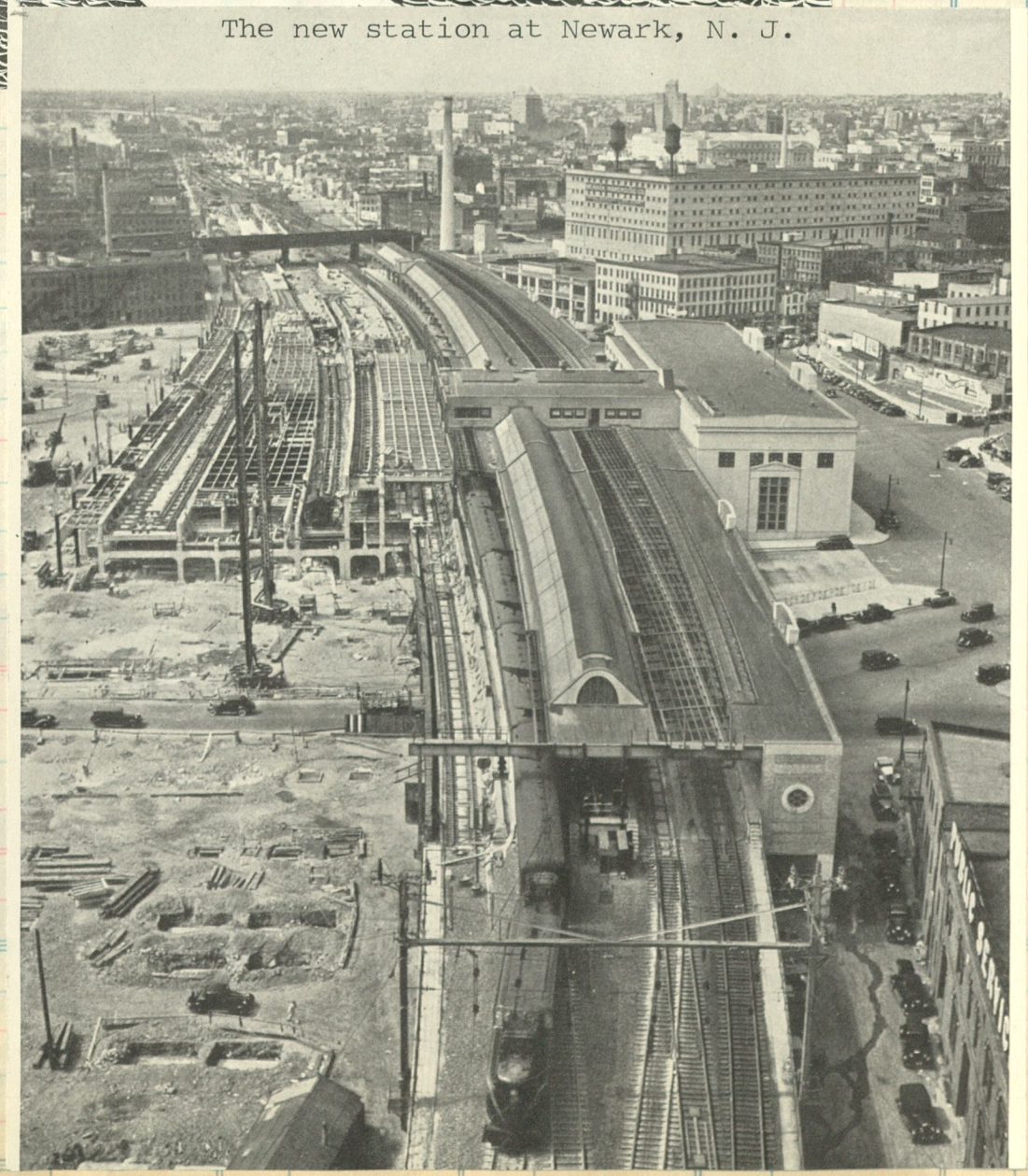
Amount	Clos. No.	Sold	Amount
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MOST OF MANHATTAN'S FREIGHT MUST FLOAT TO TERMINALS

Photograph by J. Baylor Roberts

Some of the car floats, such as these, have a capacity of 22 cars. The railroads' New York marine department numbers some 1,900 vessels—craft ranging from tugboats and ferries to grain boats, refrigerator barges, and hoisting lighters. Now wireless telephones facilitate the operation of these harbor vessels (page 39).



The new station at Newark, N. J.

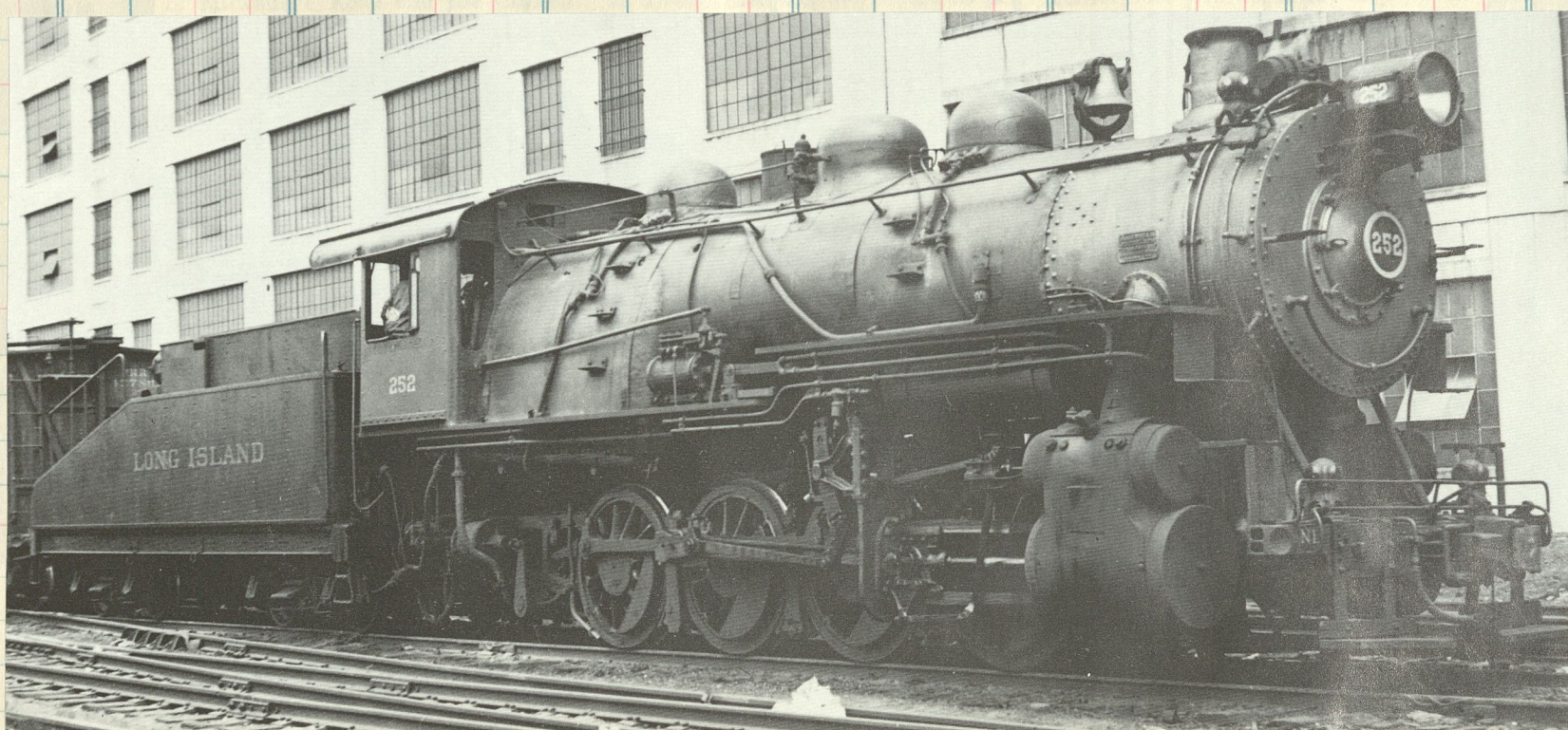


LONG ISLAND

Amount



G-5's and K-4's in the
Morris Park parking lot.



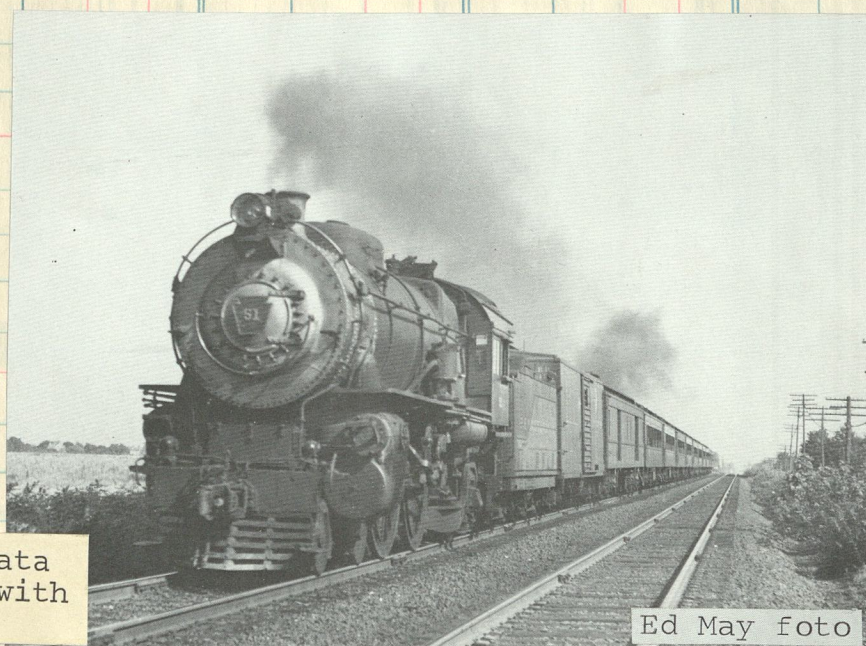
251-254

c/n 50453

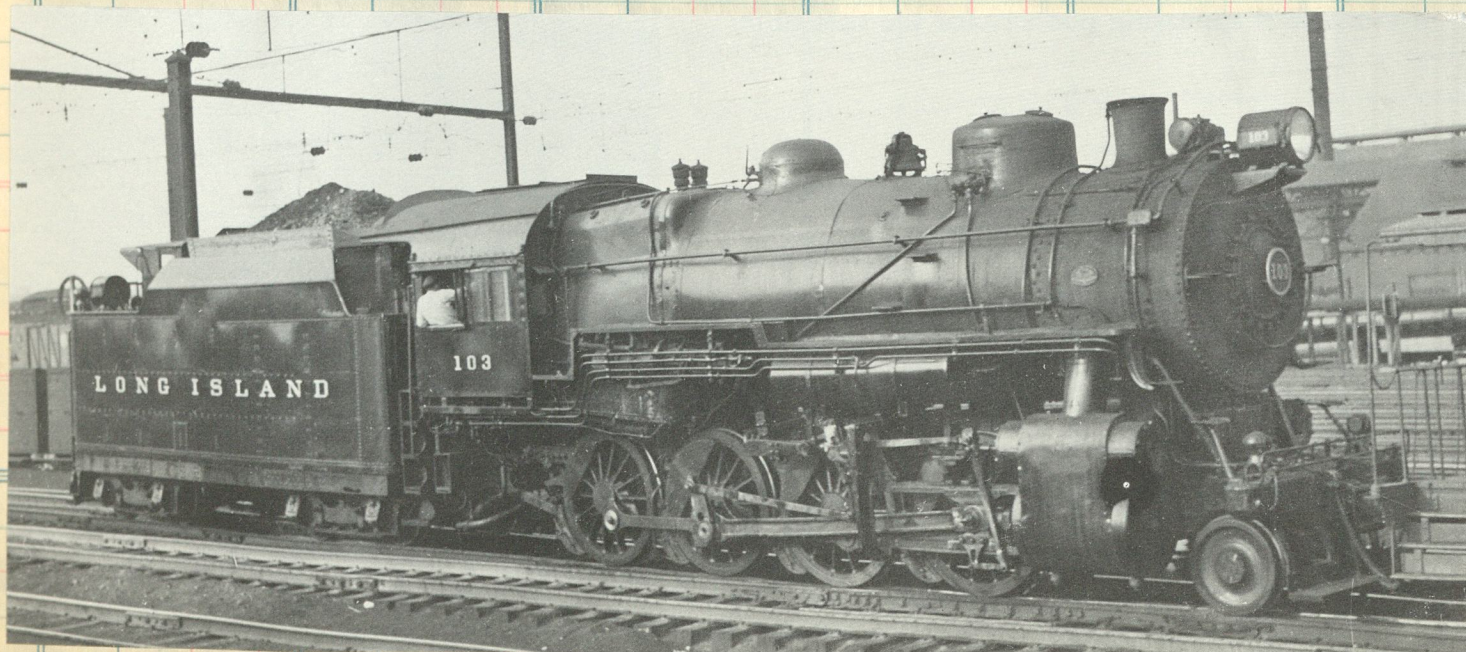
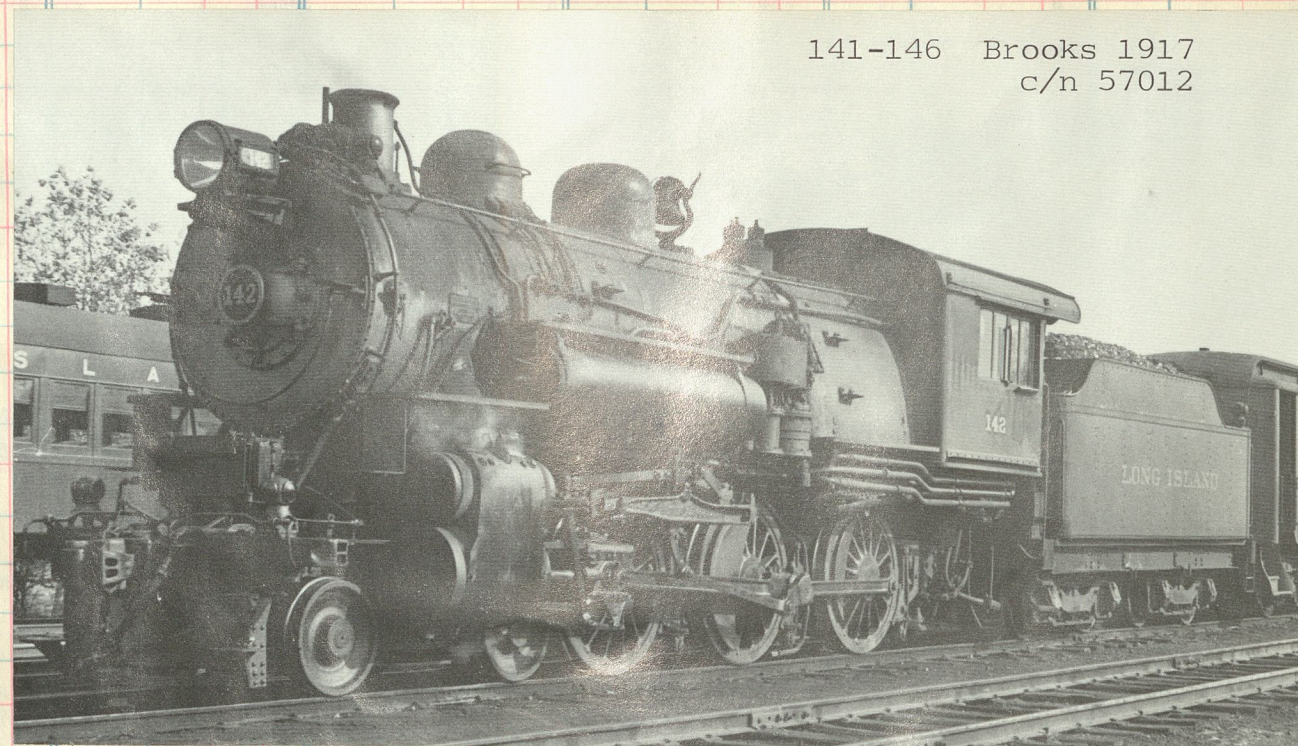
Schenectady 1916



141-146 Brooks 1917
c/n 57012



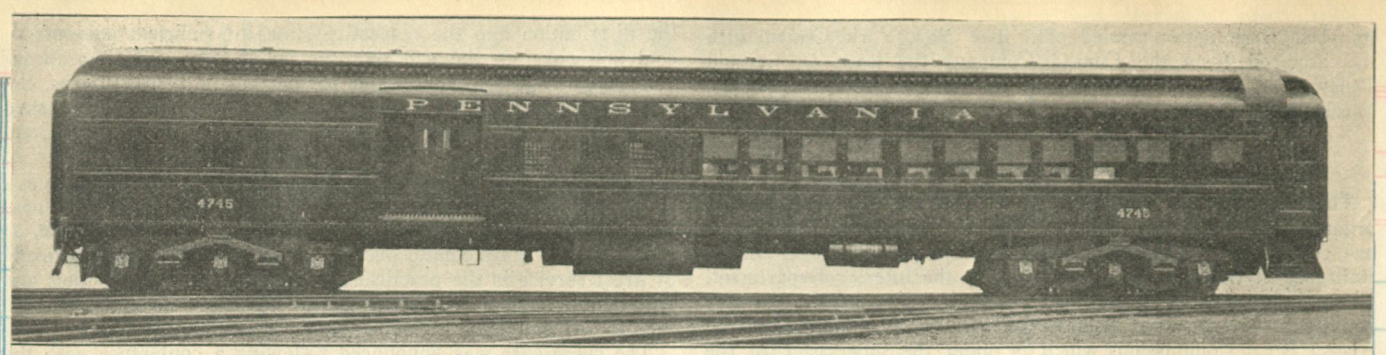
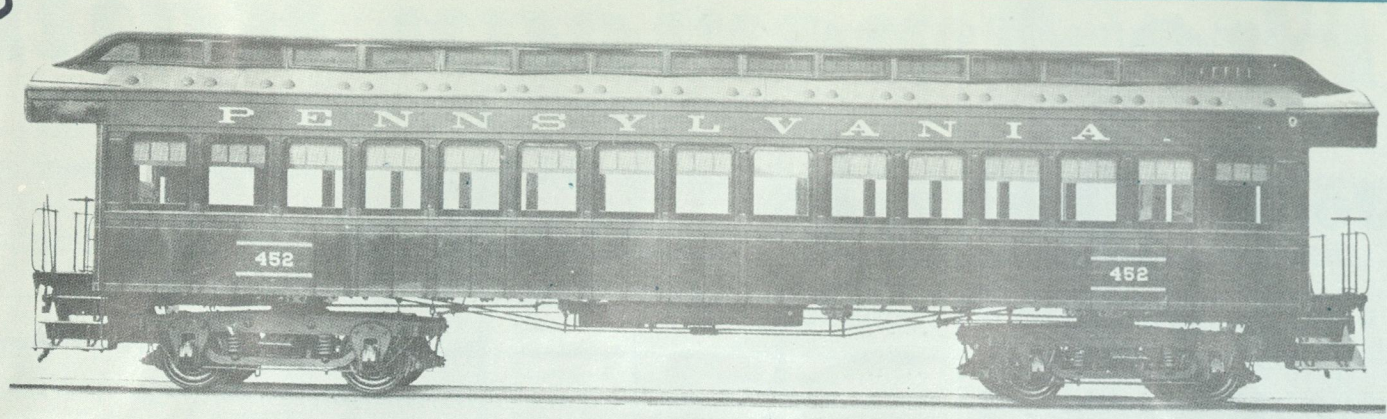
A PRR E-6s [4-4-2] #51, Juniata
1914 c/n 2794, glides along with
ten cars near Hicksville.



Ex PRR #7205 c/n 40932 Baldwin 1913

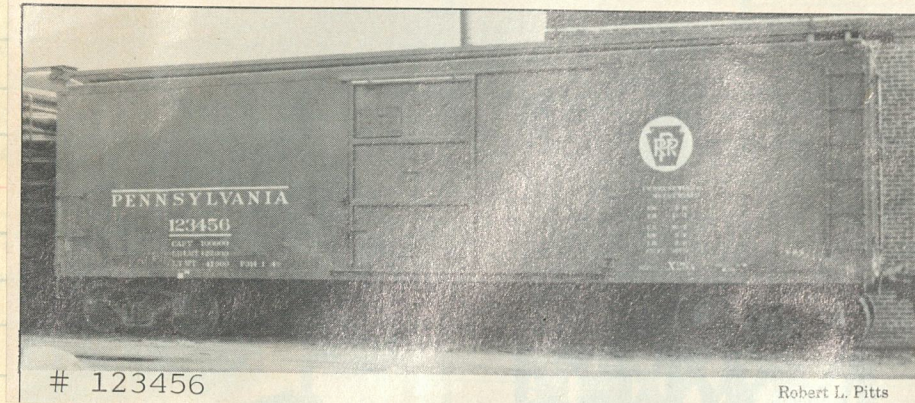


Additional Long Island material in Book #20



Sold Amount

Pennsylvania Combination Passenger and Baggage Car Built at Harlan Plant of the Bethlehem Shipbuilding Corporation
4745-4899
Blt 1923



123456
Robert L. Pitts

566091-574090
Blt 1924

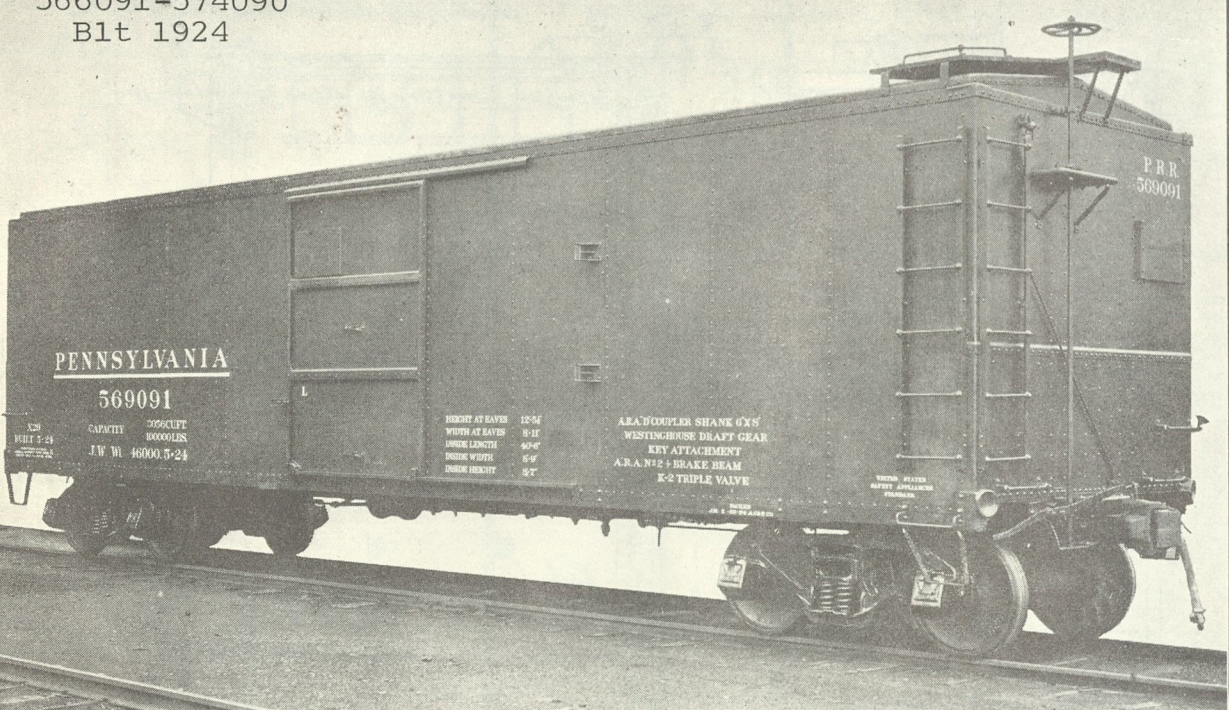


Fig. 1—A. R. A. Standard Double-Sheathed 50-Ton Steel Box Car with Style Y Trucks, Pennsylvania Railroad Class X29. Built by the American Car and Foundry Company, the Bethlehem Steel Corporation, the Pressed Steel Car Company and the Pullman Car & Manufacturing Corporation.

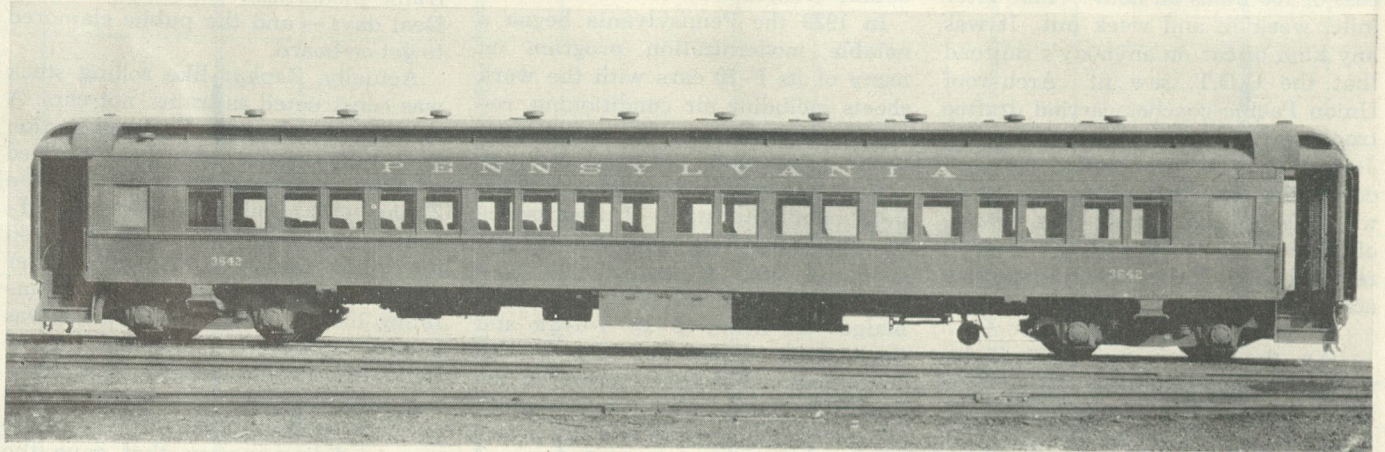
Inside length	40 ft. 6 in.	Capacity	3,056 cu. ft.
Inside width	8 ft. 9 1/4 in.	Capacity	100,000 lb.
Inside height	8 ft. 7 3/4 in.	Light weight	46,000 lb.

1947



Pennsylvania 50-ton, 60 ft. 6 in., all-welded, high-tensile steel merchandise box car equipped with Steins load retainer. Road Class X40B. Built at Altoona Works

Side length, 60 ft. 6 in.; width, 9 ft. 1 in.; height, 10 ft. 8 3/4 in.; capacity, 5,879 cu. ft.; light weight, 54,700 lb.; trucks have high-tensile 1 bolster and side frames, 3 3/8 in. travel springs controlled by built-in snubbing device.



3624-3697
The standard coach of the "standard railroad of the world" was the P-70, first outshopped for the Pennsylvania Railroad in 1907. It was the Pennsy's principal medium for hauling coach-fare passengers until the 1930's. Here is P-70 No. 3642 as built, without air conditioning units.

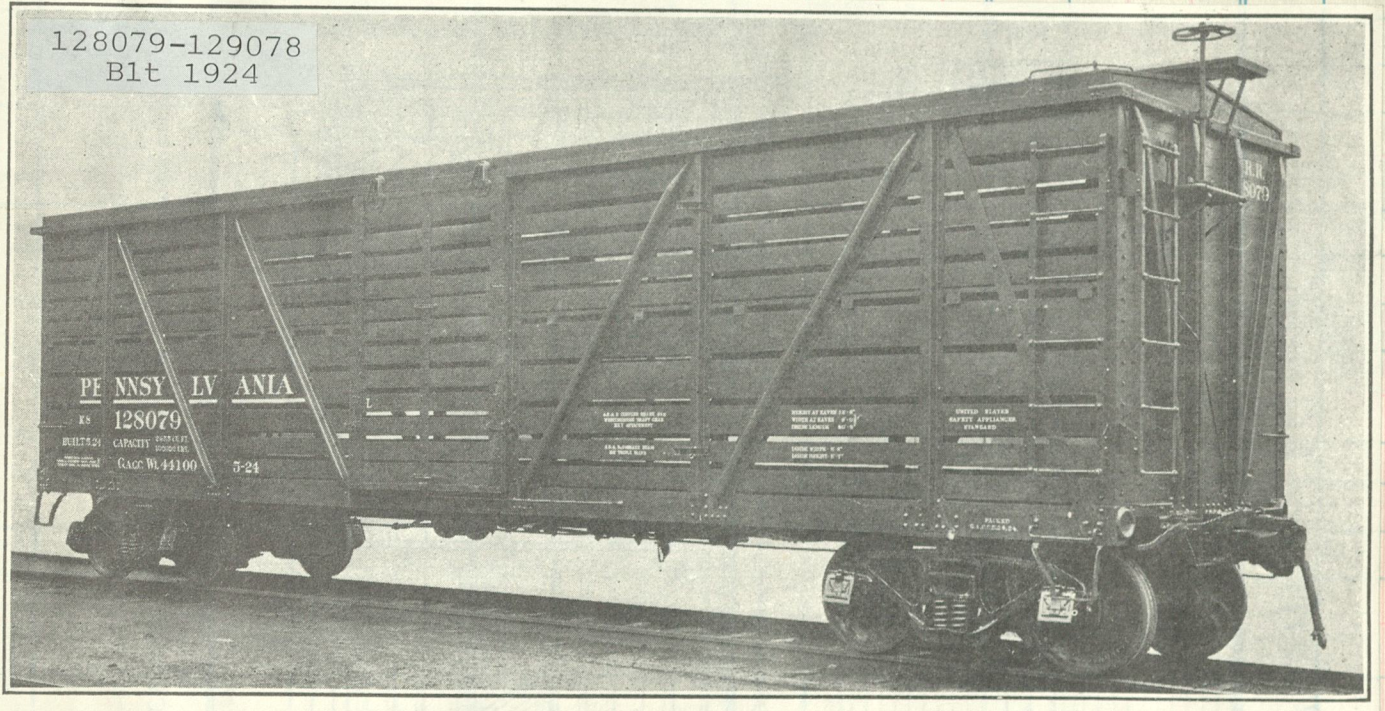
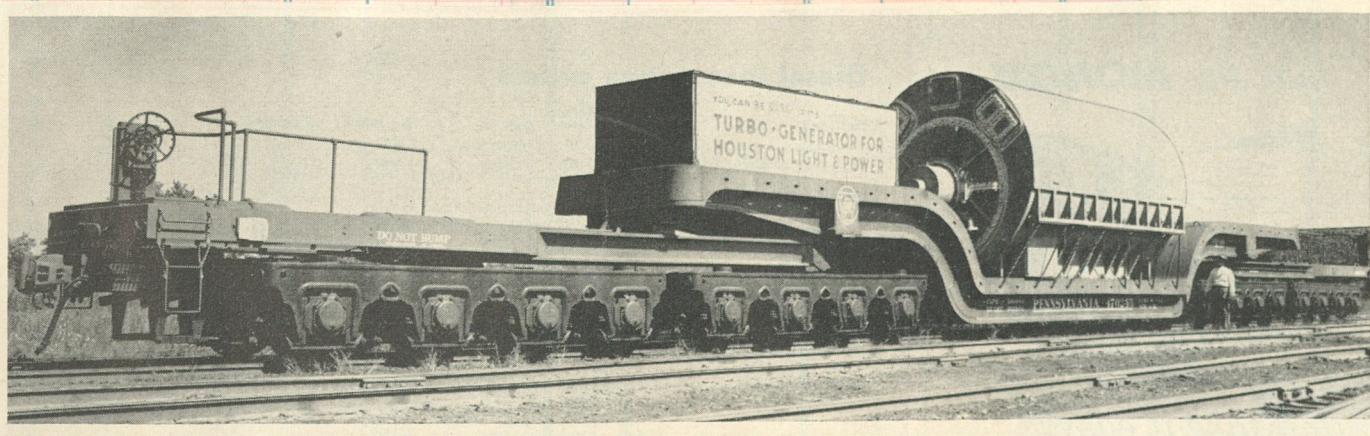


Fig. 41—Double Deck 50-Ton Stock Car, Pennsylvania Railroad System Class K8. A Modification of the A. R. A. Single-Sheathed Box Car Design with Standard Roof Frame Construction, Single Board Roof and Style Y Truck with Integral Boxes. Built by the General American Car Company and the Illinois Car & Manufacturing Company.



WORLD'S LARGEST AND LONGEST FREIGHT CAR is Pennsylvania No. 470245. It is over 124 feet long (the length of three ordinary flats) and will carry up to 250 tons. It was designed and welded together at the road's Altoona (Pa.) Works of seven girders of three-inch steel, and it rolls on 32 wheels enclosed in four roller-bearing trucks. Its first revenue load was this Westinghouse turbogenerator billed for Houston Light & Power.

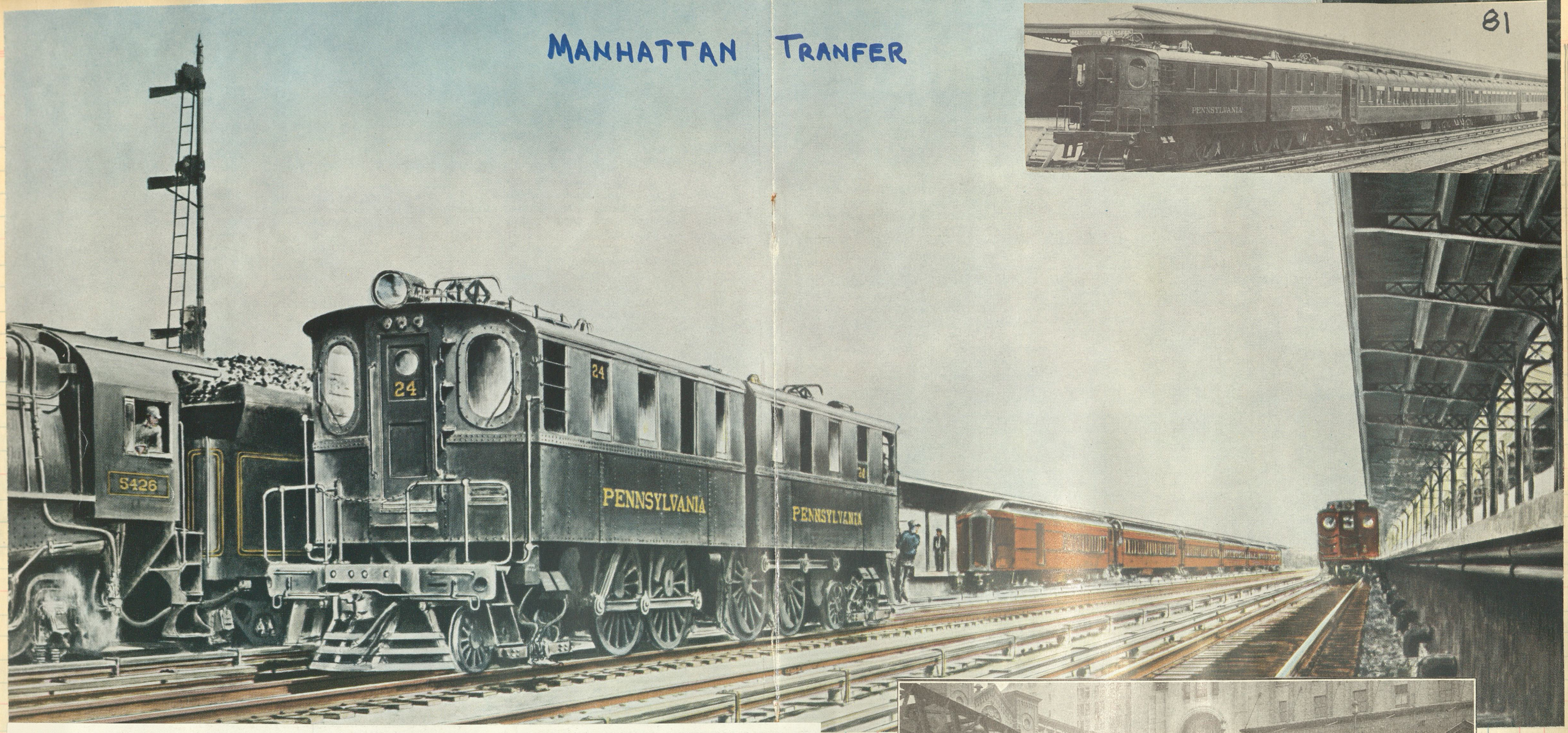


Five blt by a.c.f. 1939

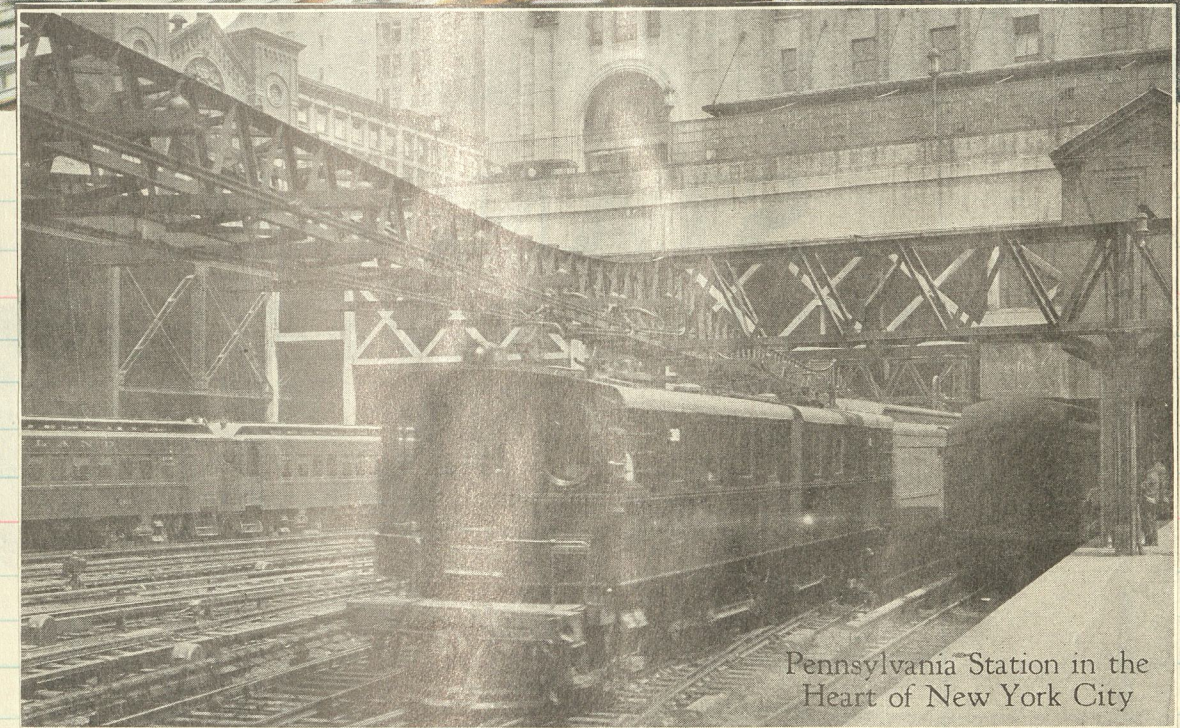


MANHATTAN TRANSFER

81



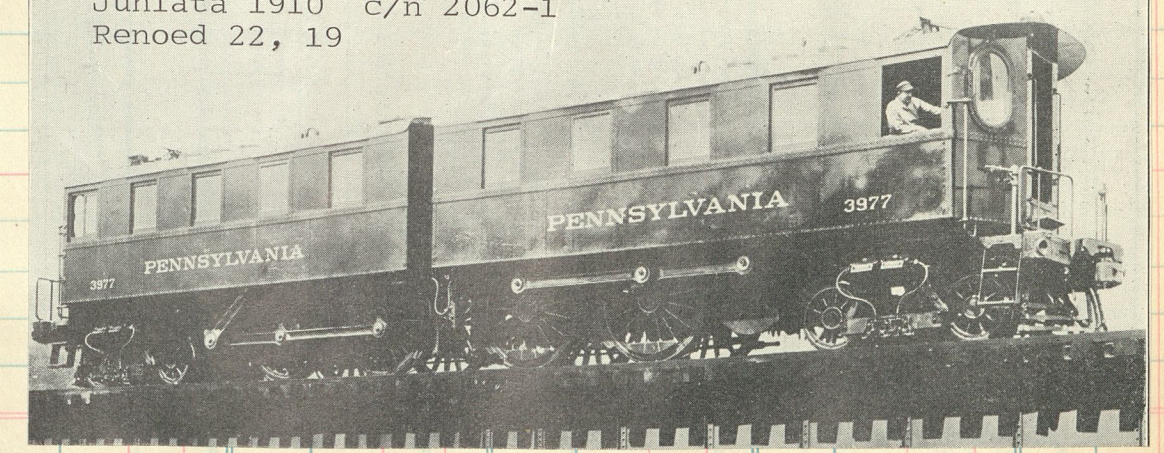
THE MAMMOTH 4,000 HORSE-POWER ELECTRIC LOCOMOTIVE HAULING A PENNSYLVANIA EXPRESS AT 60 MILES PER HOUR ACROSS THE MEADOWS JUST AFTER LEAVING NEW YORK CITY.



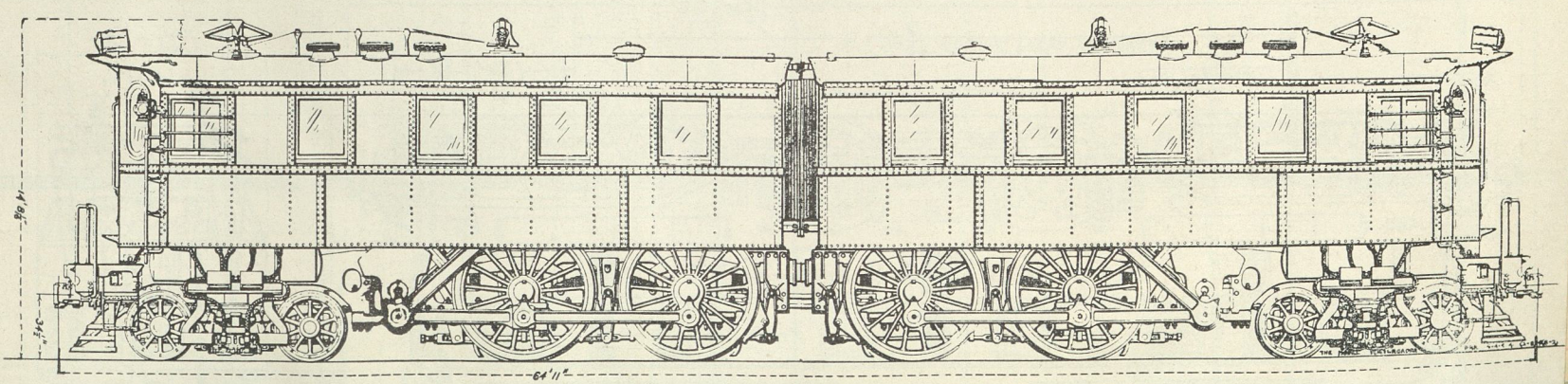
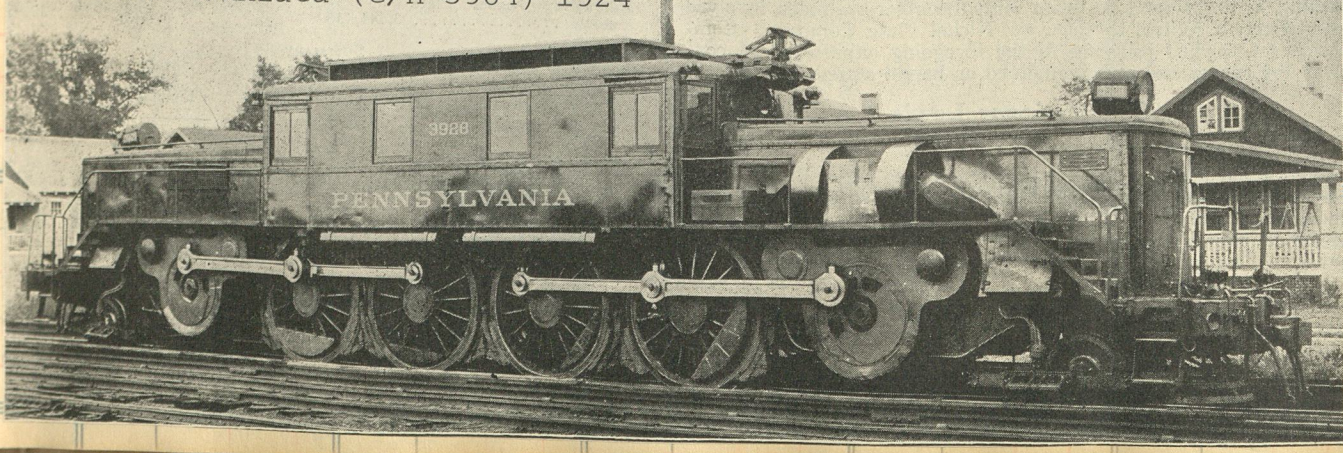
Pennsylvania Station in the Heart of New York City

DD-1 2-B+B-2
Juniata 1910 c/n 2062-1
Renoed 22, 19

M.E.



#3928 Juniata (c/n 3904) 1924

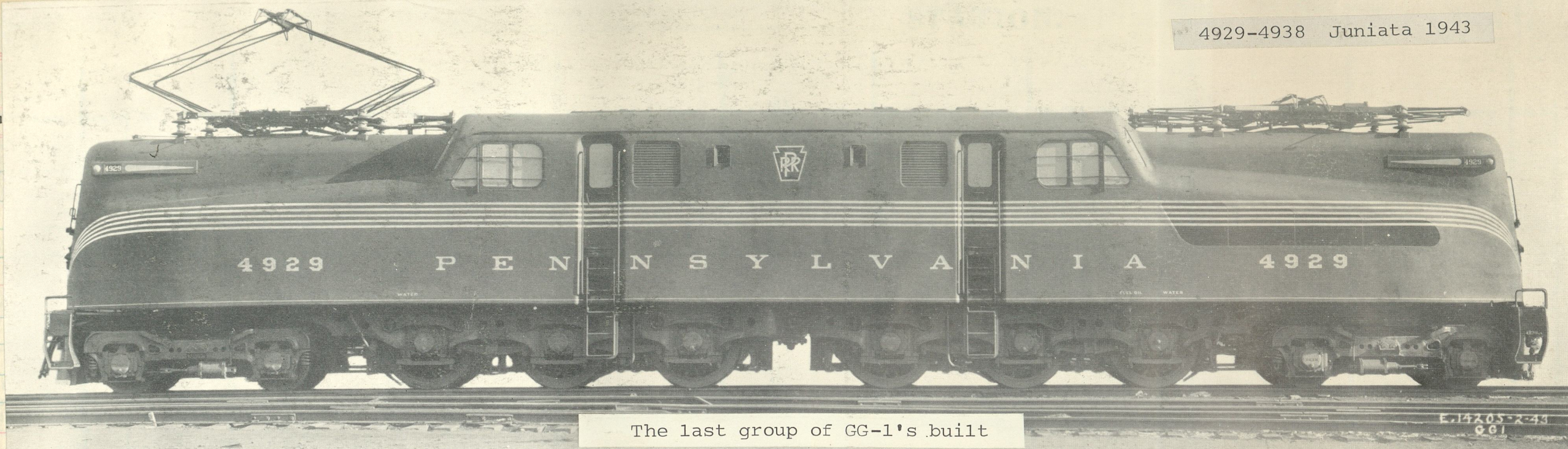


Pennsylvania RR. Class DD-1 electric to 1/8" scale.

4929-4938 Juniata 1943

Clos. No. Sold

Sold Amount Clos. No. Sold Amount



The last group of GG-1's built

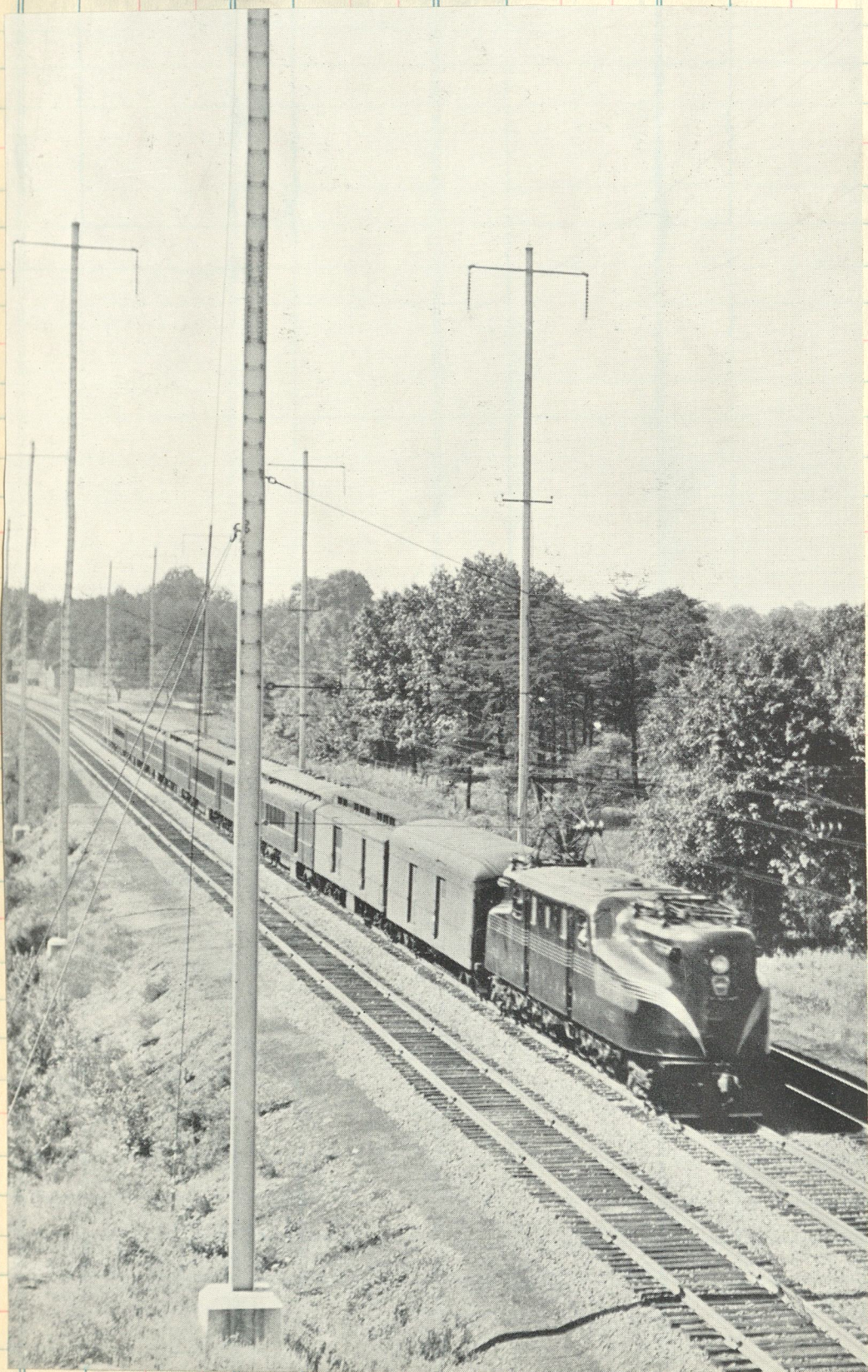
Class GG-1 electric passenger and freight locomotive

Road numbers of this series	4800-4938	Total weight of locomotive, lbs.	477,000
Built	PRR, General Electric 1934-1943	Starting tractive effort, lbs.	70,700
Diameter of drivers, in.	57	Maximum speed, miles per hour	100
Weight on drivers, lbs.	303,000	Continuous tractive effort	17,300
Weight on end truck No. 1, lbs.	87,000	Continuous speed, miles per hour	100
Weight on end truck No. 2, lbs.	87,000	Continuous horsepower	4620



The first GG-1
4899 renamed 4800
Blt by GE 1934
c/n 11646

Electric Locomotive for Passenger Service. The Pennsylvania Railroad has Recently Ordered 57 Duplicate Locomotives, the Chassis for 25 of which will be Built by Baldwin



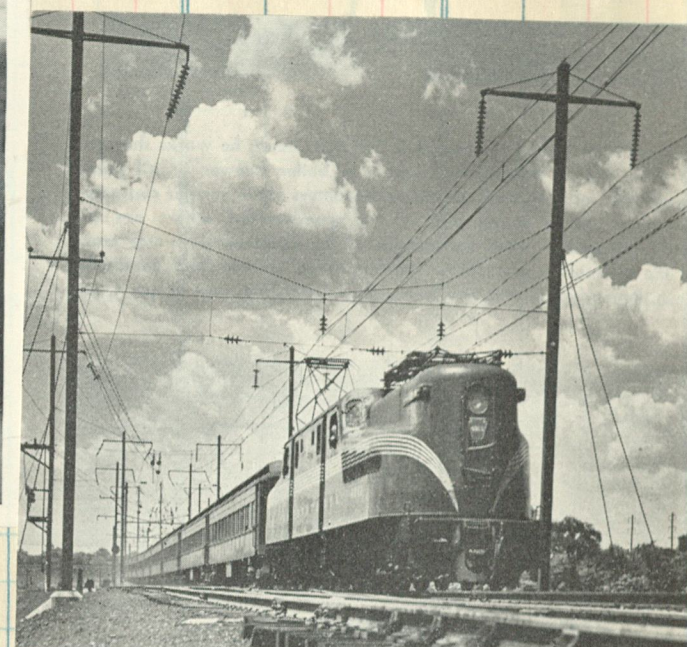
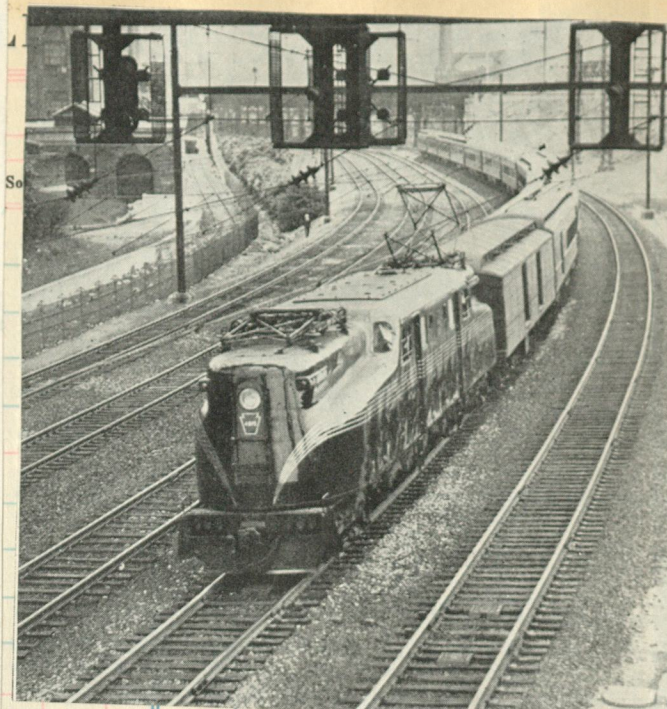
Juniata 1943 c/n 4434

A Classic is Reborn....



Homer R. Hill
No. 4935 poses for its official portrait at Amtrak's Wilmington Shops on May 11, 1977, as the classic locomotive glistens in its coat of dark green paint. Designer Raymond Loewy has noted "that the pinstripes streamlined the locomotive giving it a graceful expression of silent speed and power. It looks like it's moving when it's standing still."

The work of electrifying eastern lines of the Pennsylvania Railroad at a cost of more than 150 million dollars was the largest project undertaken by private capital during the depression. It took a vast faith in the future of America to make this investment in increased capacity when the rest of the country was retrenching, and yet the judgment of Pennsylvania management was well vindicated when the electrified lines handled, during World War II, traffic far beyond the wildest estimates of the men who planned the electrification.



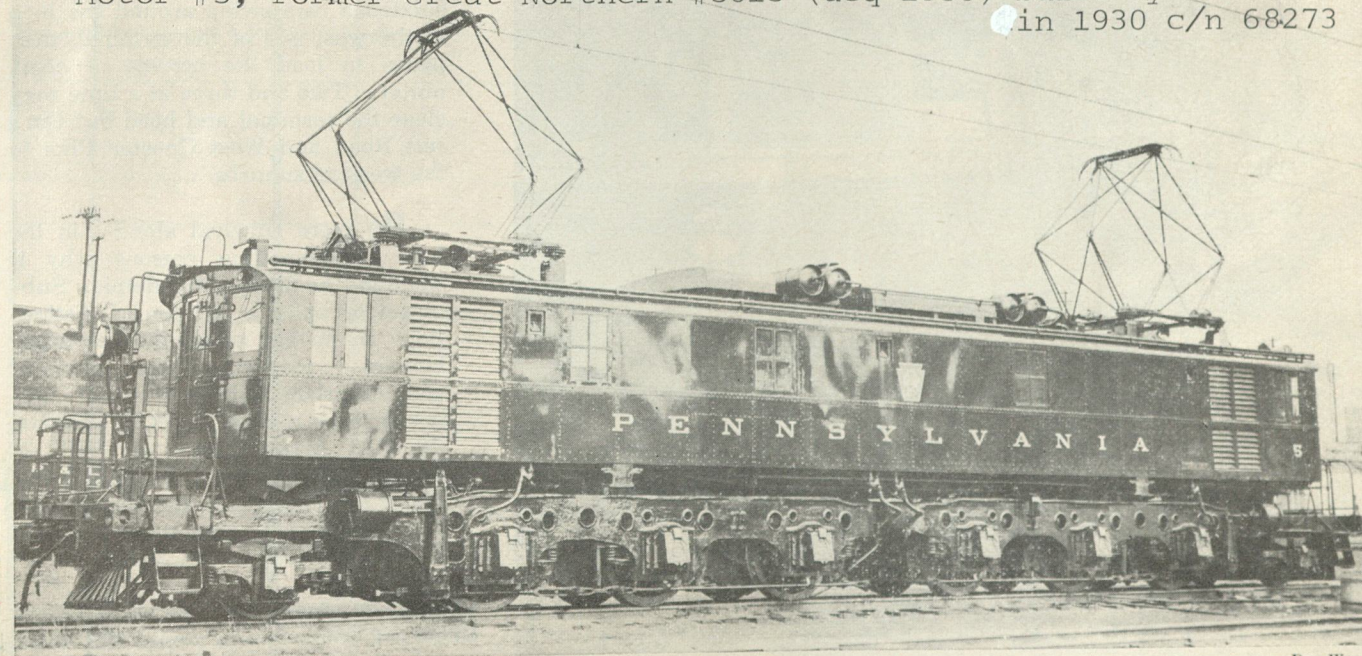
The electrified main line of the Pennsylvania Railroad between New York and Philadelphia, part of the 675 miles of electrified route operated by the road in its eastern territory, carries the world's heaviest railroad traffic. This is the science of mass transportation developed to its highest degree, and electricity has proved to be the power that does the job most efficiently. The train is the President, westbound at full speed behind one of the standard GG-1 locomotives. By W. R. Osborne. Motor #4800, the first GG-1



30th St., Philly

Travelers on the Pennsylvania Railroad between East and West ride 195 miles in electrically operated trains between Harrisburg, Pa., and New York City. All Pennsylvania trains between New York and Washington, D.C. (226 miles), are electrified.

Motor #5, former Great Northern #5015 (acq 1956) built by Schen-GE in 1930 c/n 68273



Motor #4998, the last electric for the P.R.R., built in July 1951 by Baldwin-Lima-Hamilton c/n 75485

6000 hp grinds uphill with tonnage near Thorn-dale, Pa.



4939-4944 Class E-2b b1t by G.E. 1951

H. N. Proctor.



BALTIMORE & OHIO RAILROAD

85

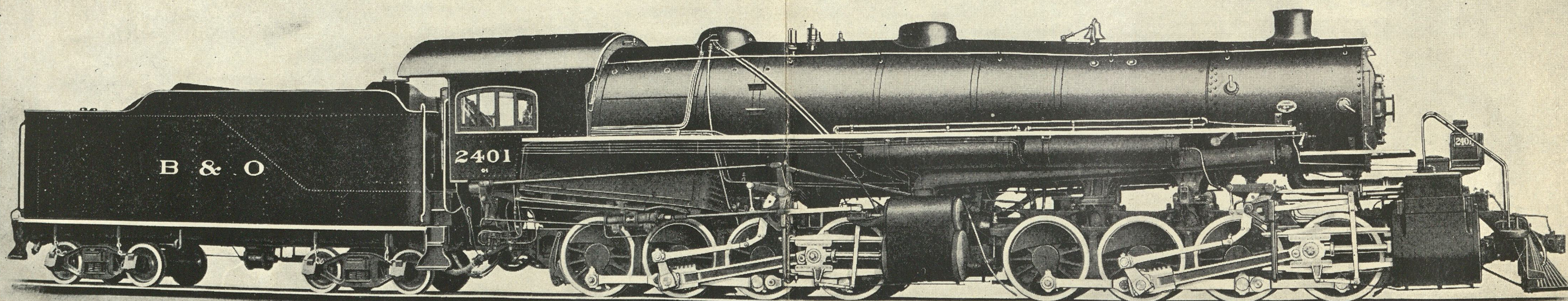
Clos. No. Sold Amount Clos. No. Sold Amount

No. Sold Amount

343



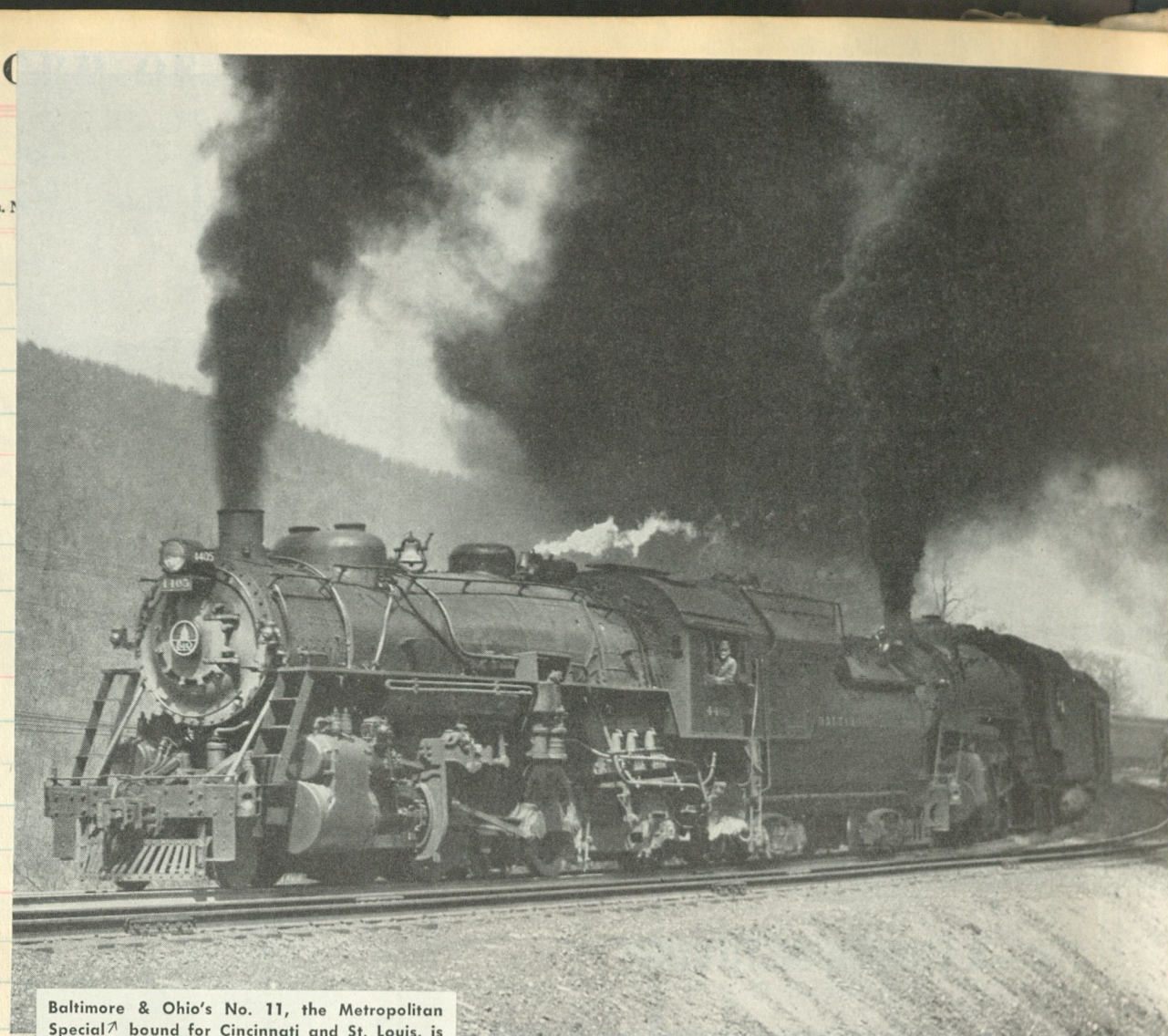
Salt Lick Curve lies just west of the summit of the Alleghenies on the West End of the Cumberland Division. This is the stretch of line known as Cranberry grade, the eastbound counterpart of Seventeen Mile grade. The loaded coal movement is uphill in this direction, and this coal drag with only one helper is having its troubles. Two Mallet pushers are generally used on eastbound coal trains.



The B & O introduced the Mallet locomotive to the North American railroads in 1904. With numerous severe grades on their routes west of Cumberland the B&O needed substantial power to work that territory. By 1911 advancements in the design prompted the B&O to place its first order for road service mallets. Schenectady constructed five enormous 0-8-8-0's, nosed 2401-2405 class 0-1, [c/n 49212] for pusher assignments. As of 1913 thirty similiar engines were in service. Later renoed 7020-7049.

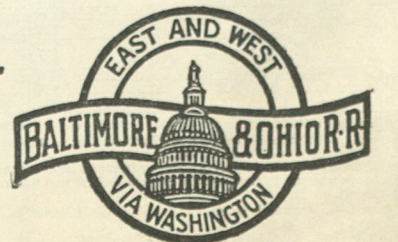
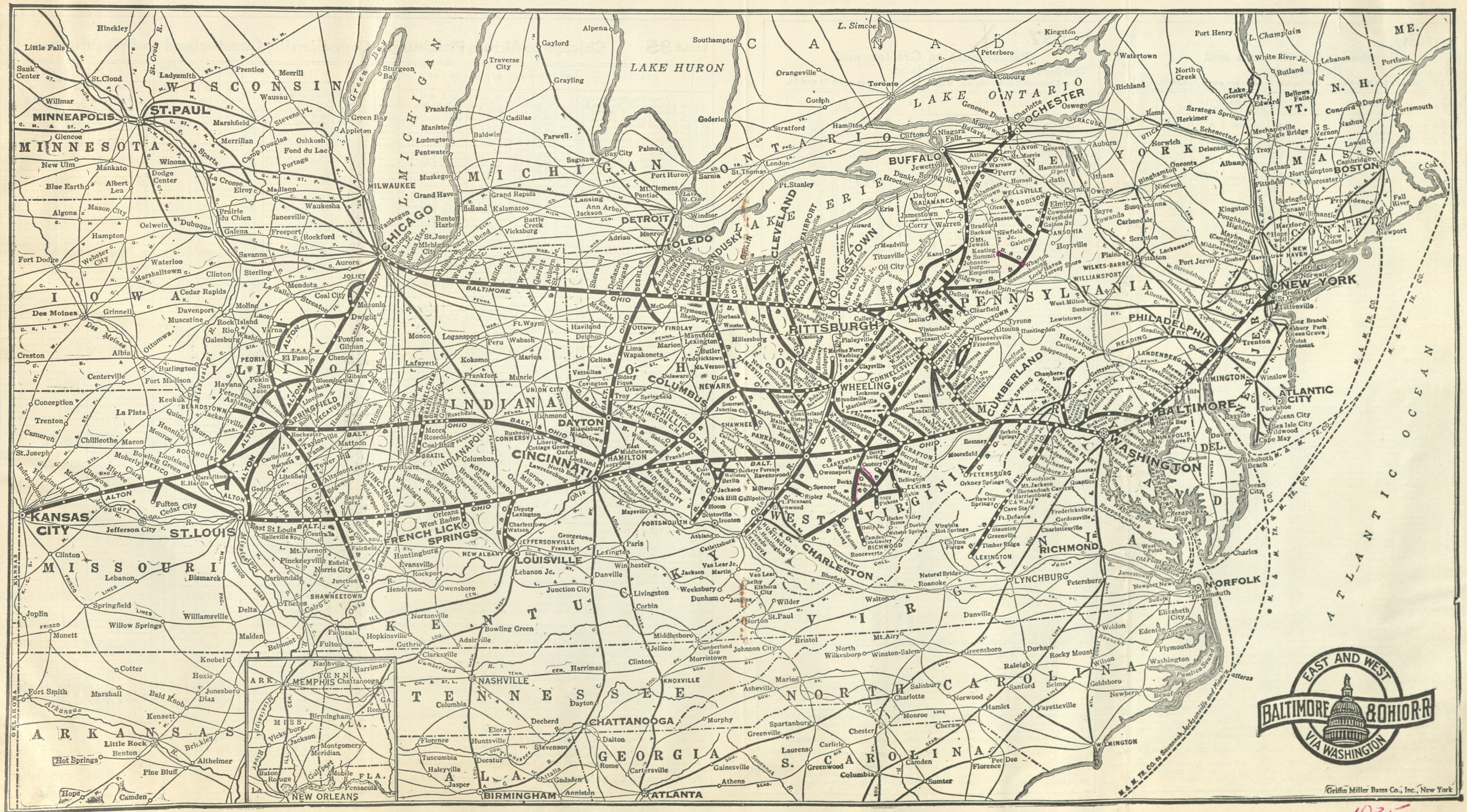


B&O Ten-Wheeler 2061 takes an eastbound local freight through Collingdale, Pa., June 12, 1940.



Baltimore & Ohio's No. 11, the Metropolitan Special⁷ bound for Cincinnati and St. Louis, is steam powered and is telling the world about it as she fights up the 2.18 per cent inclines of Seventeen Mile Grade, one of the worst on the B&O's mountainous Cumberland Division. Pacific 5066 is handling the train with the assistance of 2-8-2 No. 4405. The West End of the Cumberland Division, extending 101 miles from Cumberland, Md., to Grafton, W. Va., boosts B&O's St. Louis traffic over four separate grades of 2 per cent or better. The summit is at Altamont, where the Mike is cut off.

Nos. 11-11—METROPOLITAN SPECIAL—Daily.
Completely Air-Conditioned Train—Baltimore to St. Louis.
 Sleeping Cars.....New York to St. Louis—12 Sections, 1 Drawing-room. (From 511 at Washington.)
 Cincinnati to St. Louis—12 Sections, 1 Drawing-room (except Sunday). (Open 9.30 p. m.)
 Louisville to St. Louis—12 Sections, 1 Drawing-room. (Open 9.30 p. m.) (No. 56 to North Vernon.)
 Observation Sleeper, Cincinnati to St. Louis—10 Sections. (Open 9.30 p. m.)
 Dining-Lounge Car, Washington to Cincinnati.
 Indiv. Seat Coach.....Baltimore to St. Louis.
 Combine Coach.....Baltimore to St. Louis.



Griffin Miller Bates Co., Inc., New York

1935

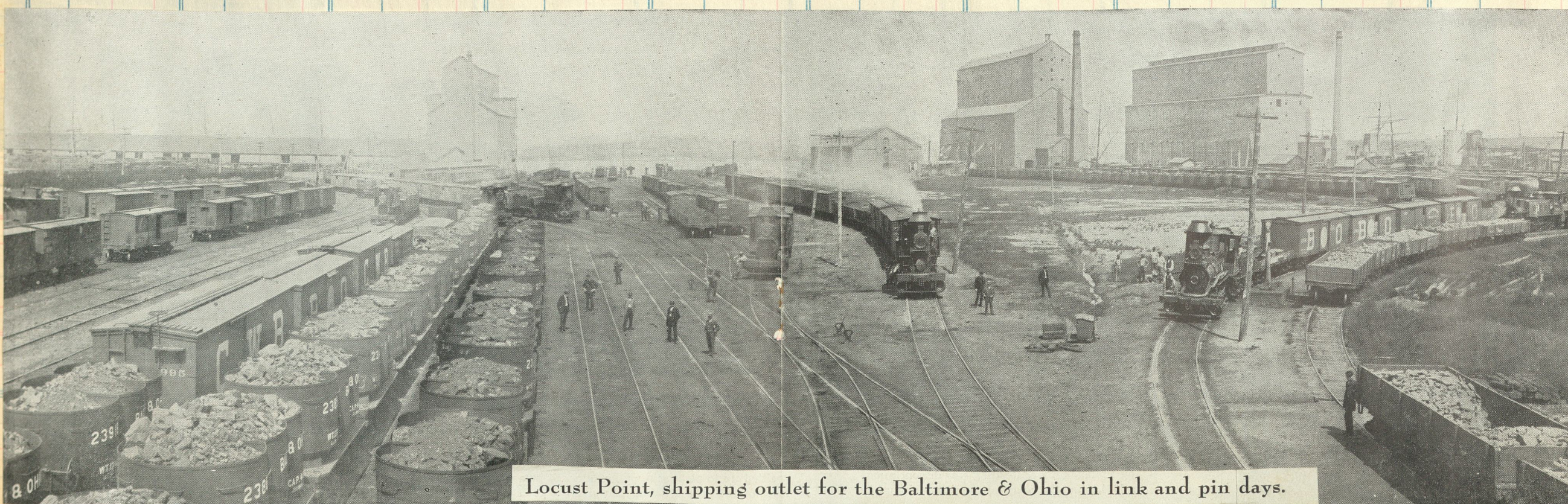


The 2107 was one of the initial 4-6-2's on the B. & O. In 1905 Schenectady delivered thirty five of these engines numbered 2100-2134. The 2107, c/n 38205, was renumbered 5007 in 1918 and in 1926 was numbered 5157.

Rail Photo Service: William C. Powell.

THE NEW YORK AND CHICAGO LIMITED

"New electrically lighted vestibuled train with steel-framed coaches and Pullman drawing-room sleeping cars New York and Pittsburgh to Chicago. Observation parlor car and dining car New York to Pittsburgh. Dining car Garrett to Chicago." So a 1910 Official Guide described the Baltimore & Ohio's New York and Chicago Limited, shown that year near Halethorpe, Md.



Locust Point, shipping outlet for the Baltimore & Ohio in link and pin days.

THIS photo, according to J. J. Tatum, assistant chief of motive power of the Baltimore & Ohio, was taken in the early 1880's. The pot-bellied iron coal hoppers, which were still the principal carriers of the B&O, had drop doors on their bottoms for unloading. Their capacity was 40,000 pounds, although one of 80,000-pound capacity was built as an experiment.

Notice the huge "B-O" initials on the box cars at the right. The sphere between the two letters represented a globe, the implication being that B&O circled the world.

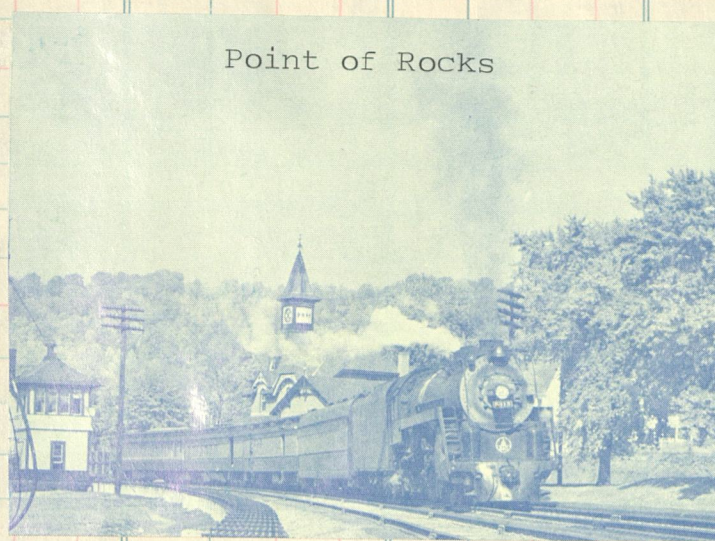
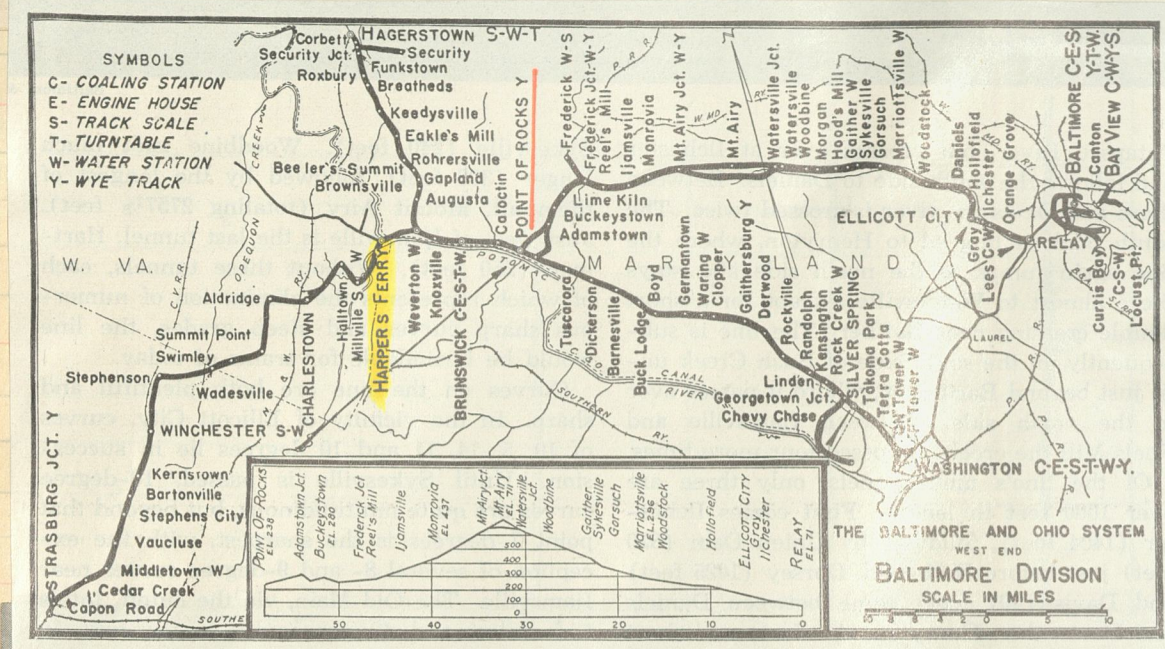
The huge wooden grain elevators were burned in the fire of 1922 and were shortly replaced by the great steel and concrete elevator that is the landmark of modern Locust Point, which is now doing an exceptionally large export business.

The CAPITOL LIMITED



Baldwin 1930
c/n 61569

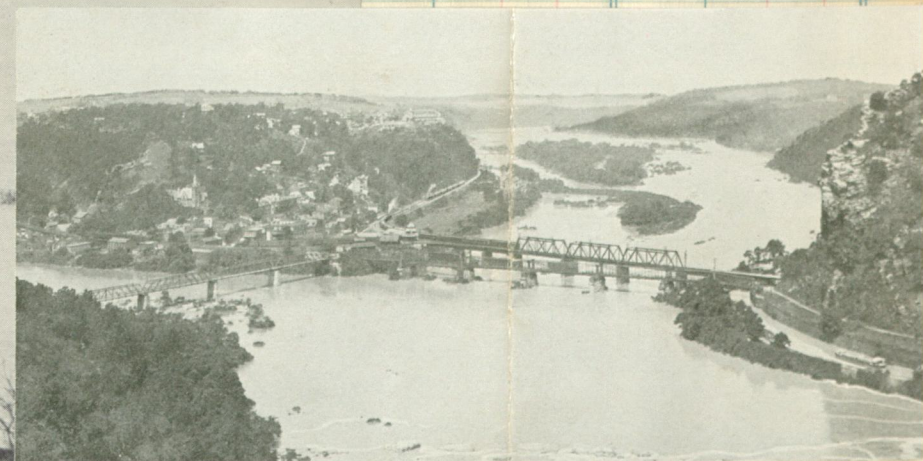
Baltimore and Ohio Train Number 5, the Westbound "Capitol Limited", Hauled by Mountain Type Locomotive Number 5510, Class T-1



Point of Rocks



Harpers Ferry-View to the southeast down the Potomac Valley with tunnel under Maryland Heights at upper right. Station located at this end of first bridge.



An earlier view looking northwest up the Potomac. The Shenandoah River flowing into the Potomac on the left. C&O canal at base of Maryland Heights on the right.

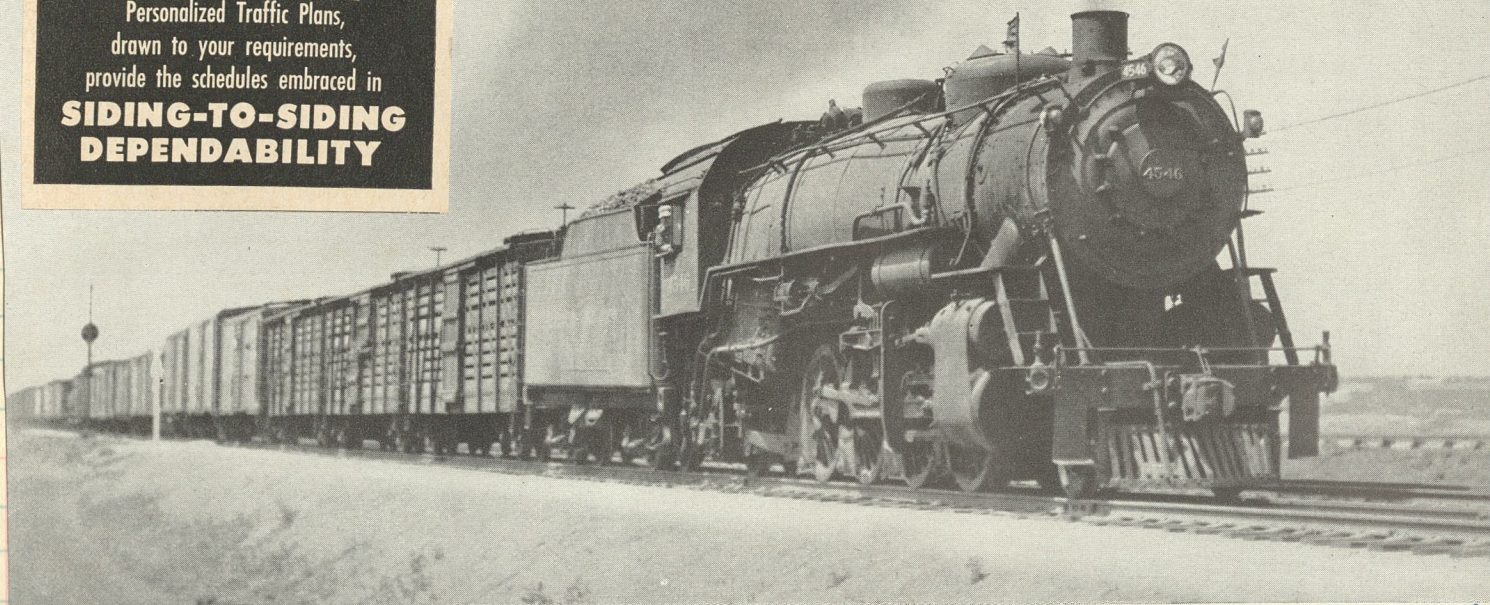
Ask OUR MAN!

B&O

FAST FREIGHT

Sentinel Service

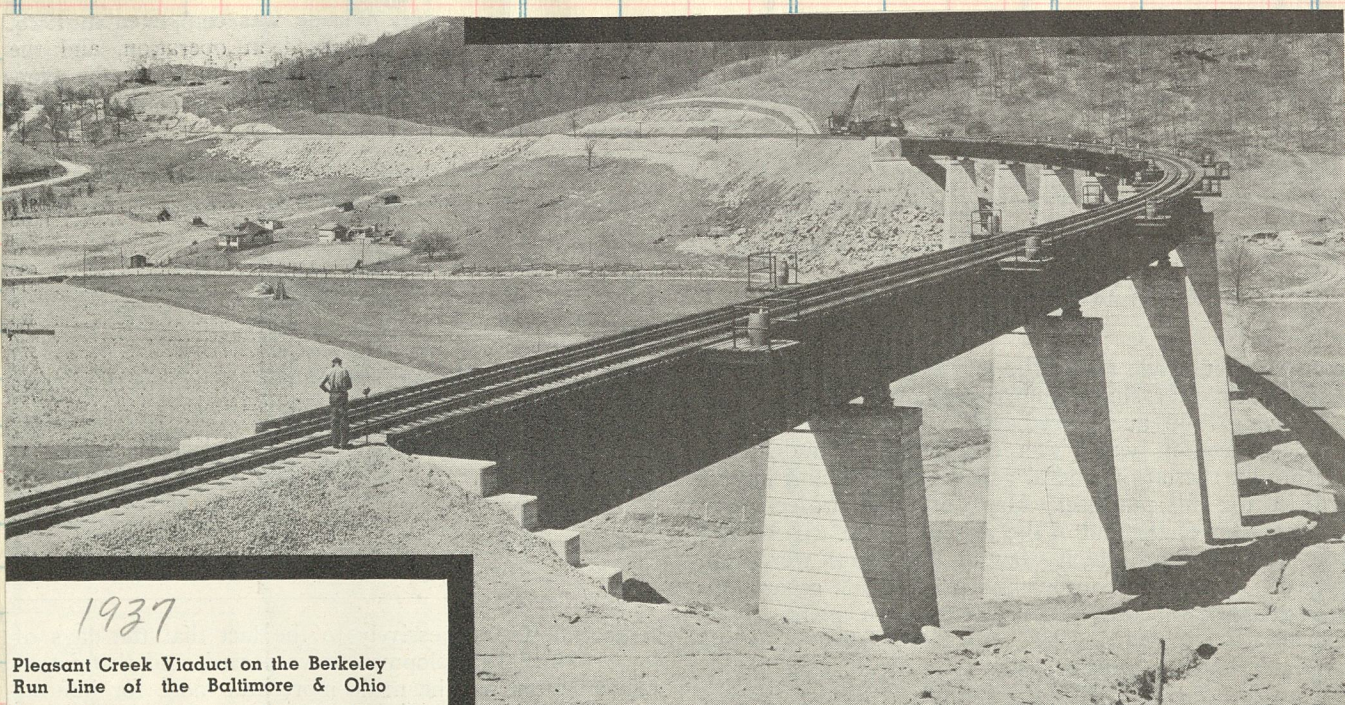
Personalized Traffic Plans,
drawn to your requirements,
provide the schedules embraced in
**SIDING-TO-SIDING
DEPENDABILITY**



Lucius Beebe photograph

FIRST SECTION, B. & O.

Flying green and racing for the East St. Louis yards at what would have been considered passenger-train speed a decade ago, the first section of the Baltimore and Ohio's No. 96 rolls toward the Alton and Southern crossover a few miles east of the Mississippi on the run from Cincinnati. The power is a conventional B. & O. 2-8-2, No. 4546.



1937

Pleasant Creek Viaduct on the Berkeley Run Line of the Baltimore & Ohio

One of 20 rebuilt in 1943



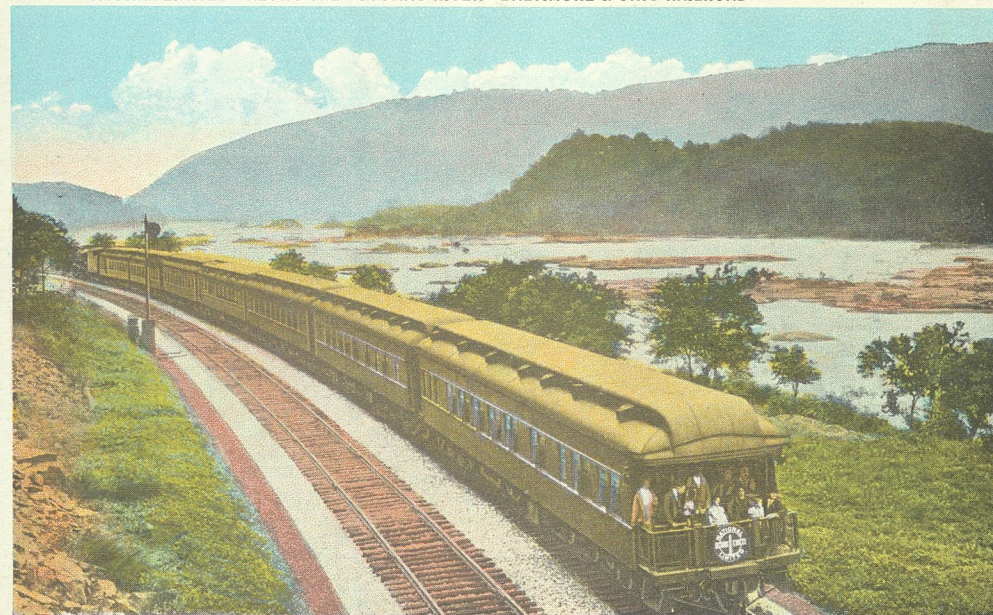
A Baltimore & Ohio Converted Colonial Diner



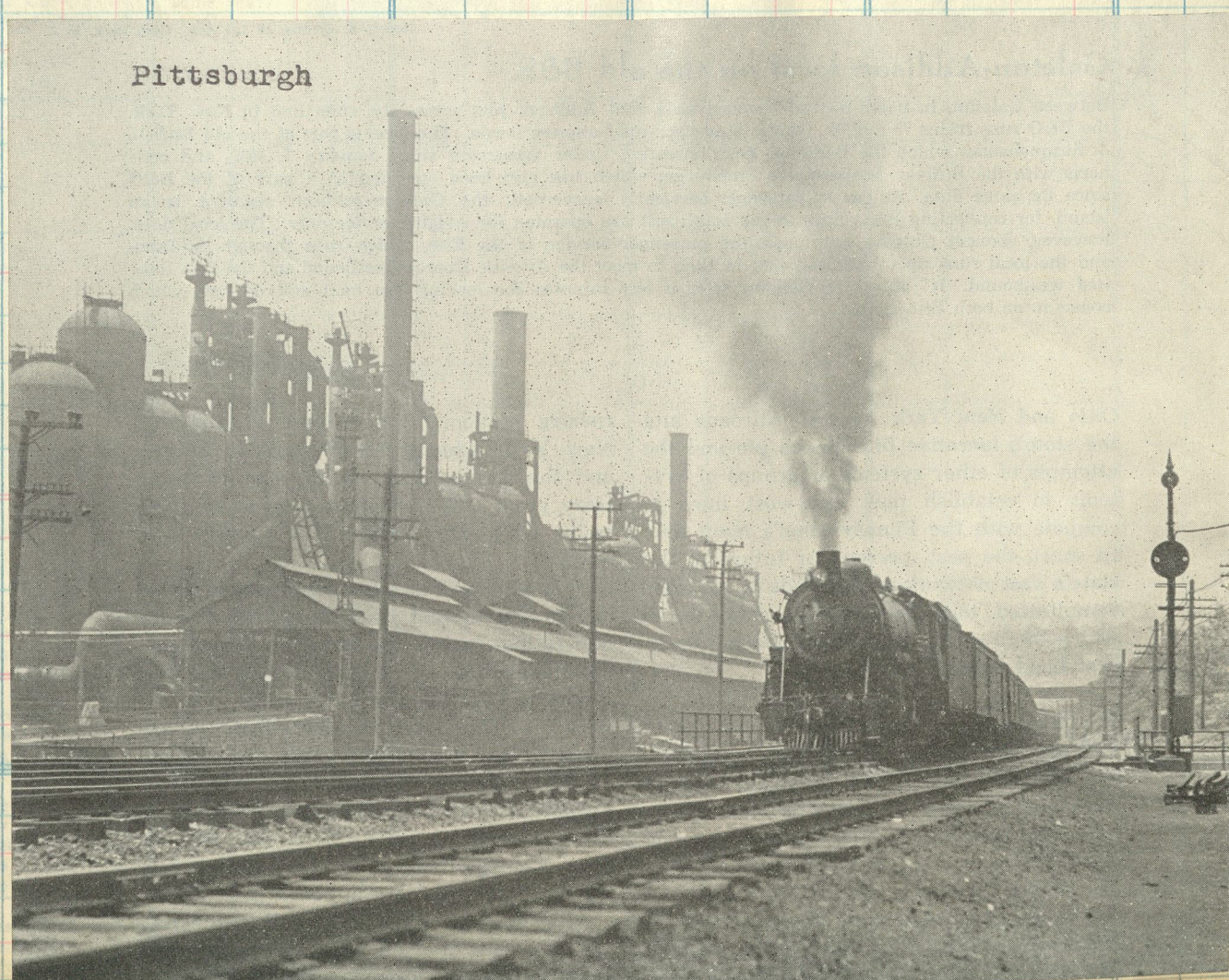
B&O COMMUTERS from the Martinsburg-Brunswick line arriving in Washington, D.C. (Courtesy Baltimore & Ohio Railroad)

.....and another trainload of happy (???) commuters

THE NATIONAL LIMITED—ALONG THE POTOMAC RIVER—BALTIMORE & OHIO RAILROAD



Pittsburgh



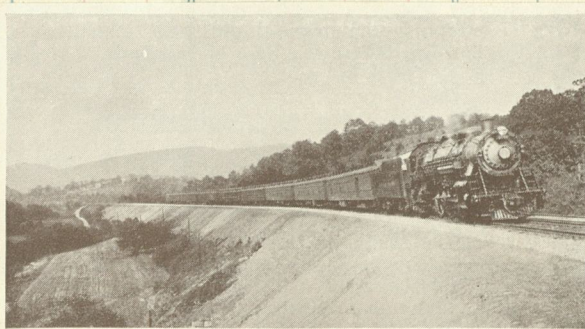
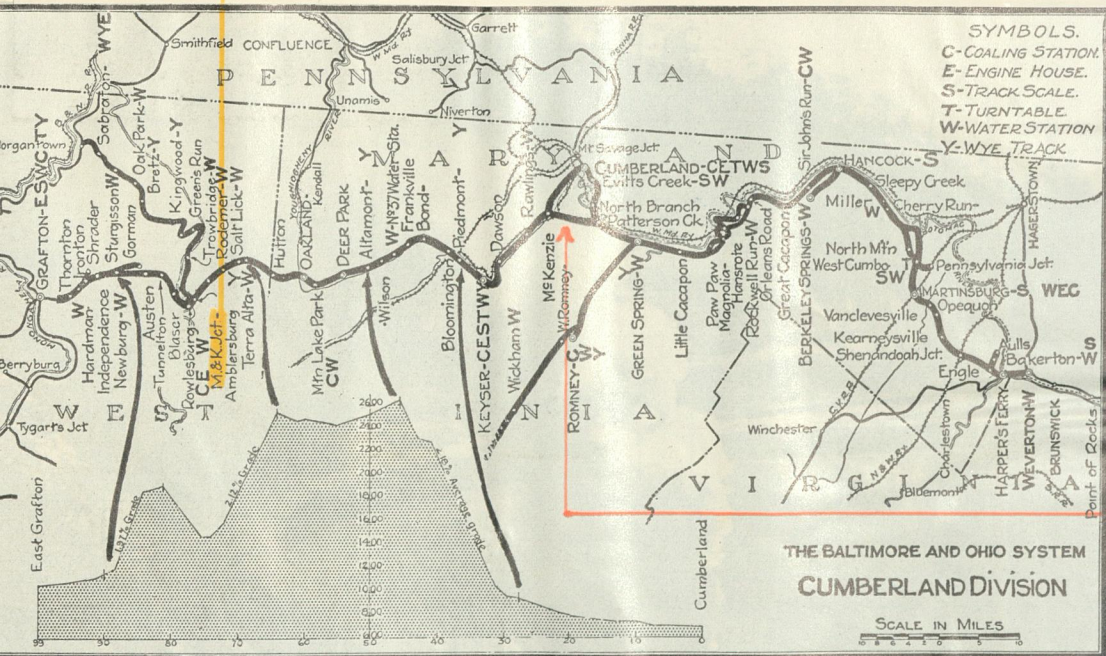


The 'West End' Grades	
Cranberry, E/B	2.5%
M&K Jct to Terra Alta	
Seventeen Mile, W/B	2.3%
Keyser to Altamont	
Cheat River, W/B	2.1%
M&K Jct to Blaser	
Newburg, E/B	2.0%
Hardman to West End	
Sand Patch, W/B	2.0%
Hyndman to Sand Patch	

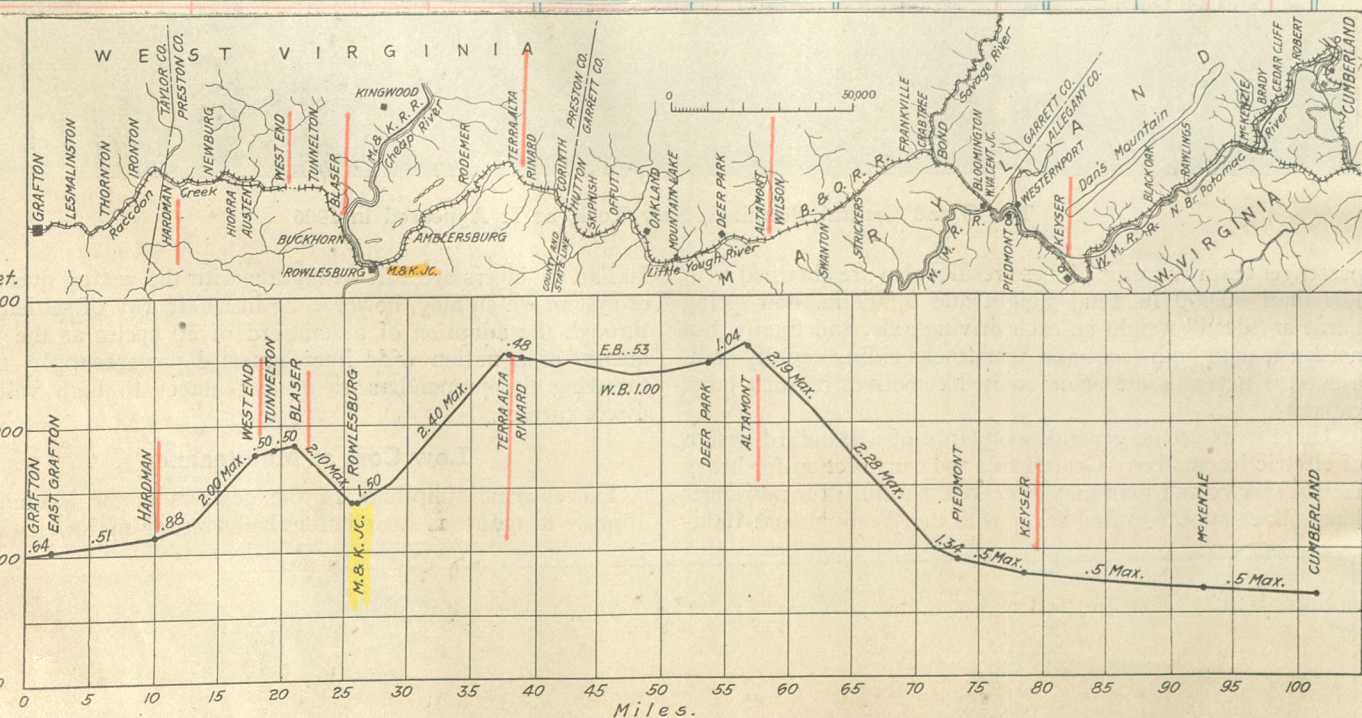
This is R Tower at M&K Junction, W. Va., on the West End of the Cumberland Division. Numerous helpers are stationed here, and the division's busiest fueling station takes care of 150 engines daily, often more than 60 on one eight hour shift. M&K Junction is in a notch in the Alleghenies and the helpers operate out of here in both directions. By E. L. Thompson.



Mounting the Alleghenies via Seventeen Mile Grade



The National Limited in the Patterson Creek Cut-Off



Map and Profile of the Cumberland Division of the Baltimore & Ohio

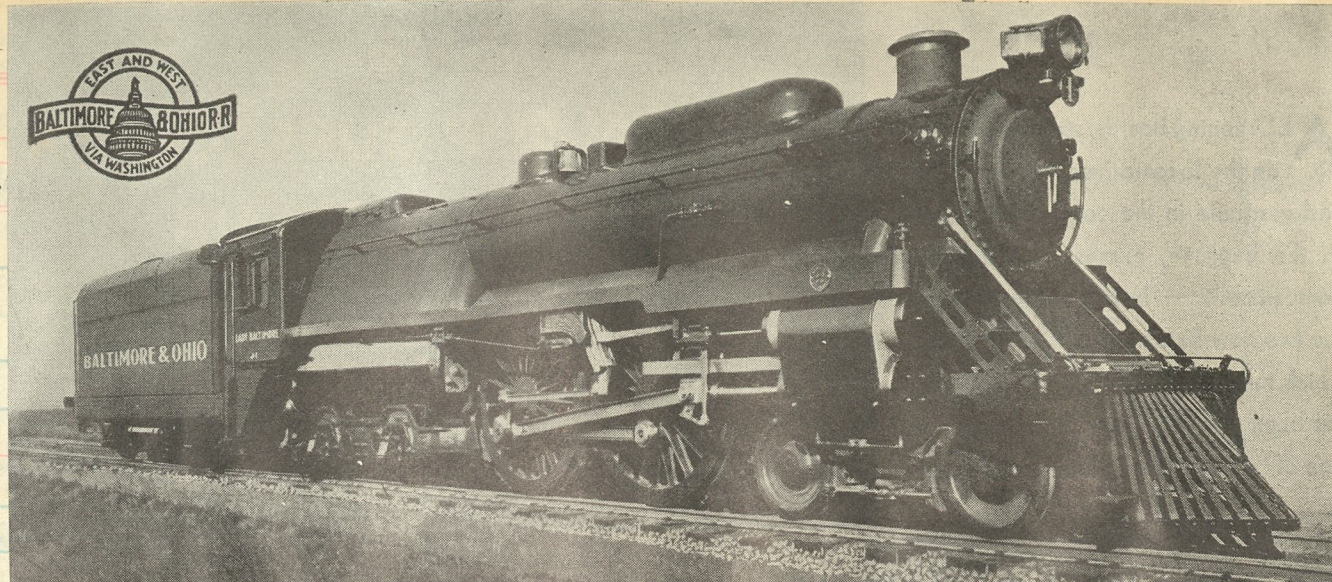
1920



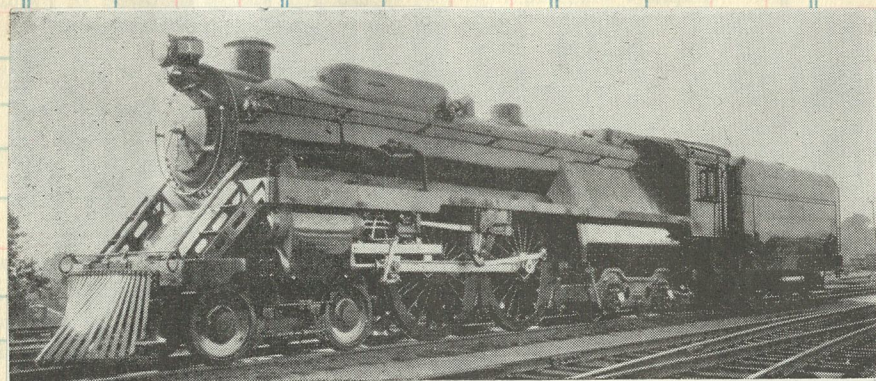
Terra Alta, W. Va., is Perched on the Crest of the Mountain



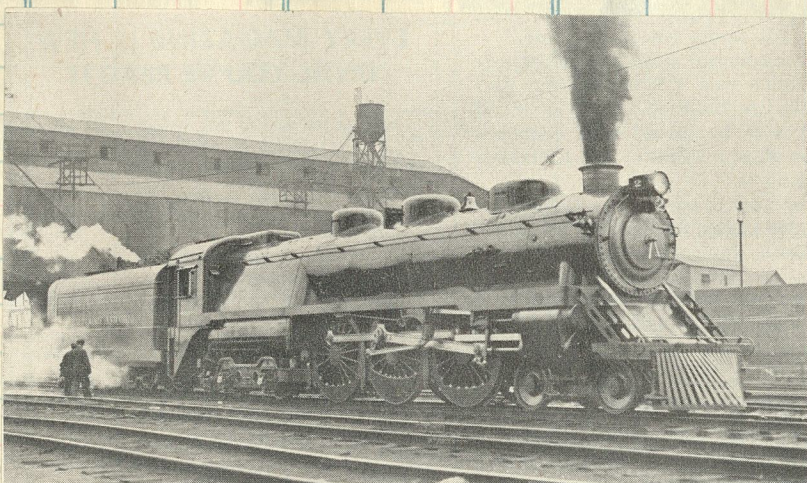
In the Majestic Cheat River Canyon



The "Lady Baltimore" #1 Class J-1 4-4-4 with 84" drivers. Blt at Mt Clare 1934, later renoed 5330. The first of this type on U.S. rails in almost twenty years and her modified 'Continental' appearance was distinctive.

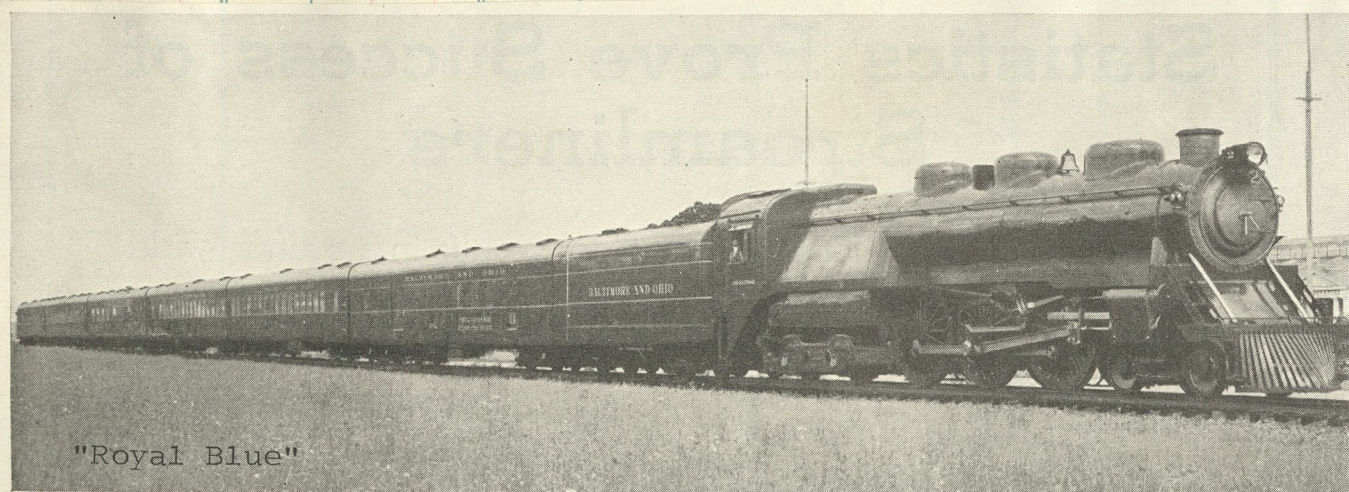


Edward B. Pedlow, M.D.
BALTIMORE & OHIO'S CLASS J-1 LOCOMOTIVE I "LADY BALTIMORE"



Brand new at Jersey City

The "Lord Baltimore" #2 Class V-2 4-6-4 with seven foot drivers. Blt at Mt Clare 1935, later renoed 5340. Assigned to the ROYAL BLUE in '35 and '36. Transferred to the Alton to handle the ANN RUTLEDGE on the Chicago-St Louis run. Reblt and renoed in 1942 and place in W.D.C.-Cumberland service on Trns #21 and #22. Used in local work for a time, retired in 1949.

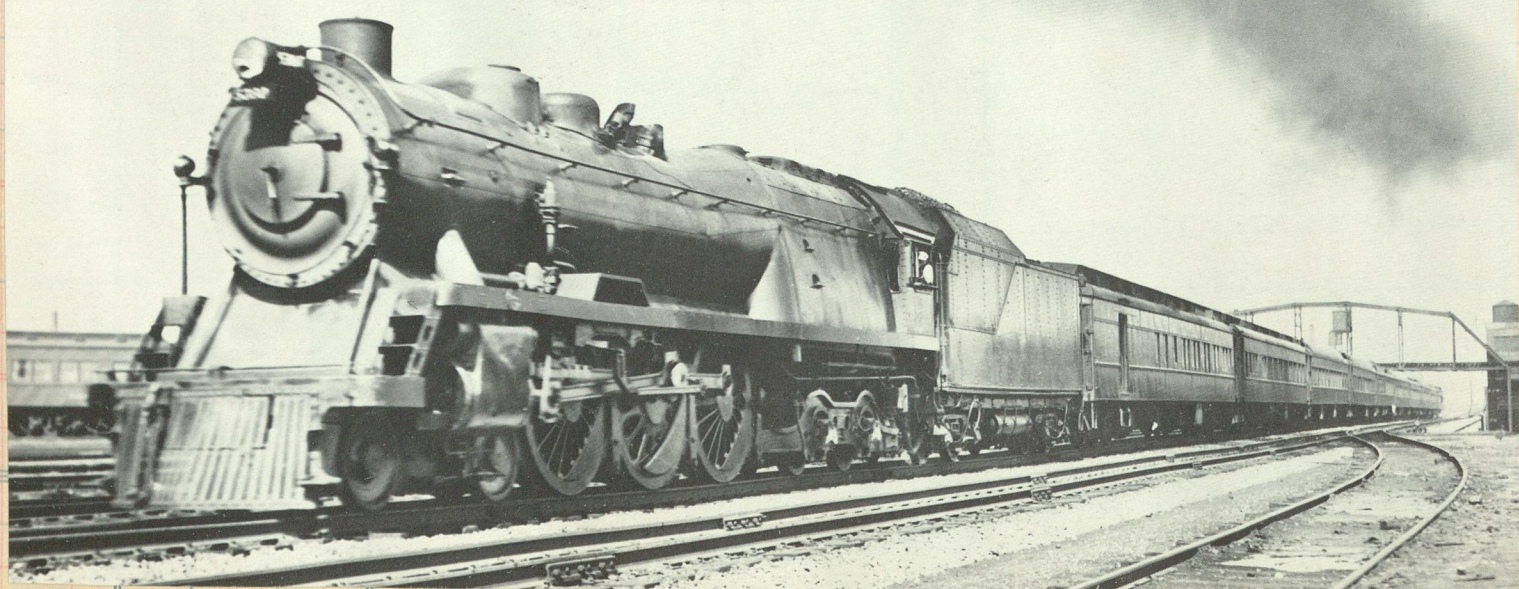


"Royal Blue"

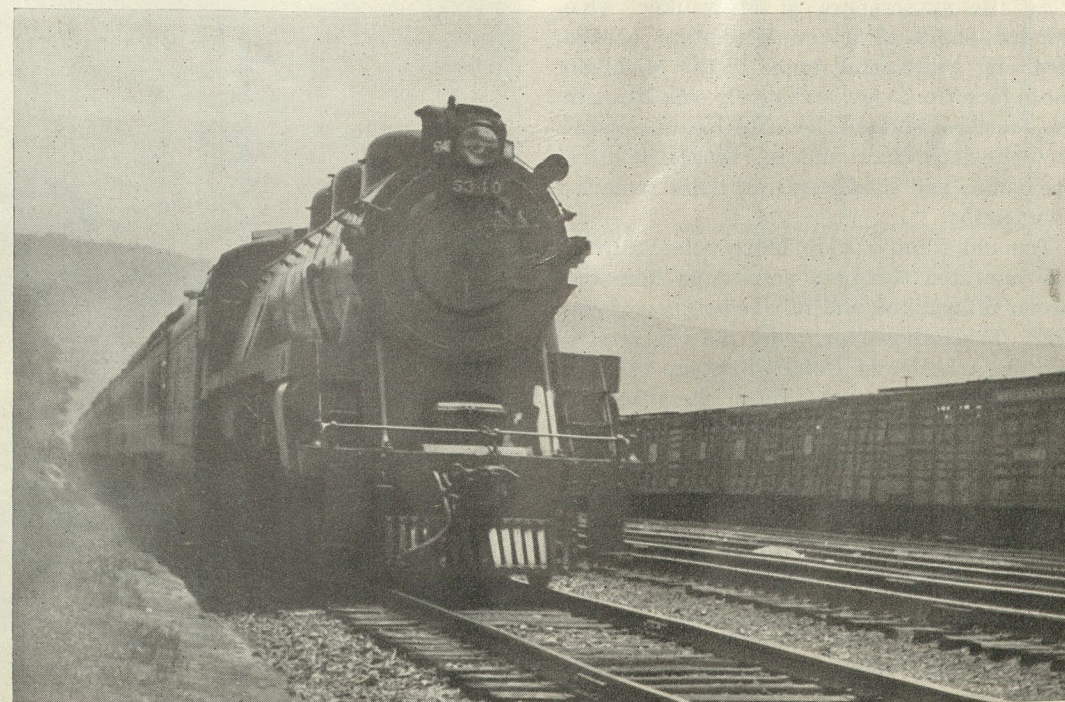


Relaxing at Communipaw June 16, 1937
Foto by Fred Weingetz

THE CAPITOL LIMITED

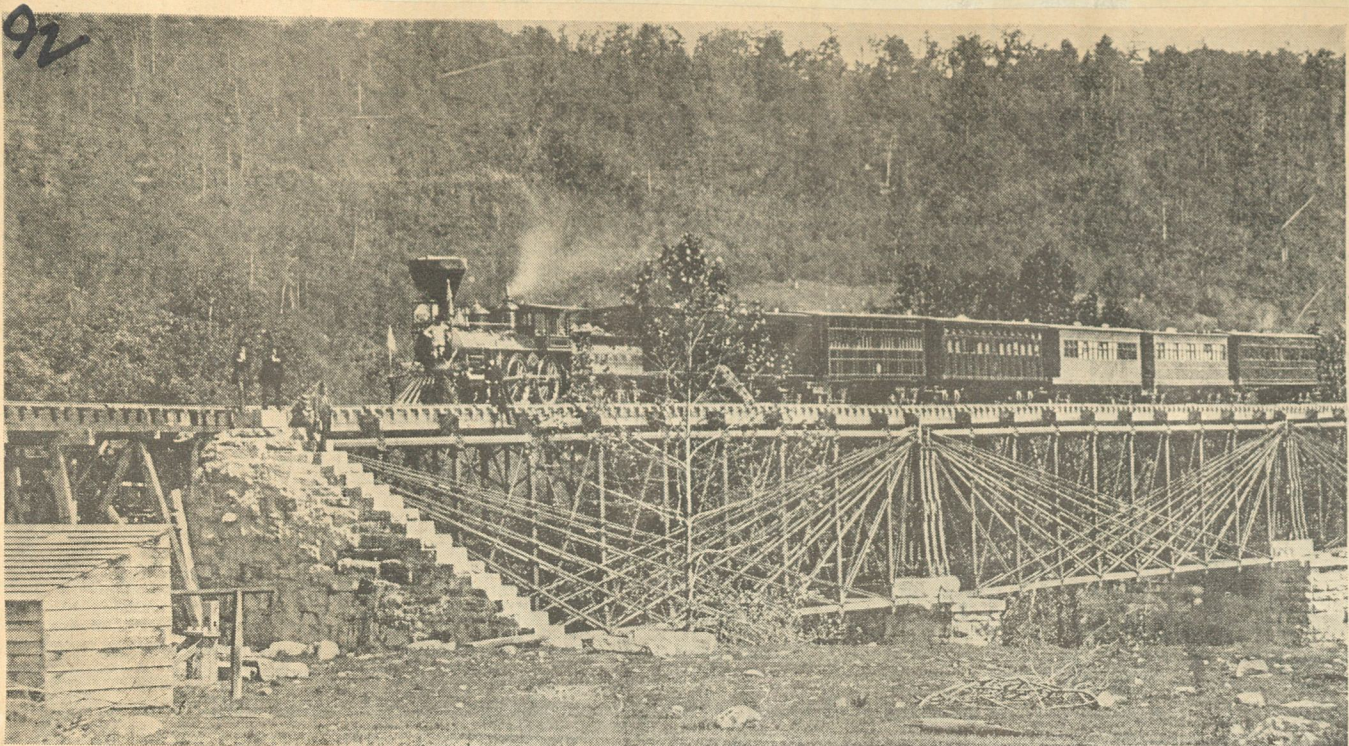


Train #6, ten cars of first class passengers, being whisked out of Chicago by the big homemade Hudson #5360 [Mt Clare 1936]



Baltimore & Ohio.

During the War Years the 5340, former #2, turned in a good job working Trns #21 and #22 "Washingtonian" [five to nine cars] between W.D.C. and Cumberland.



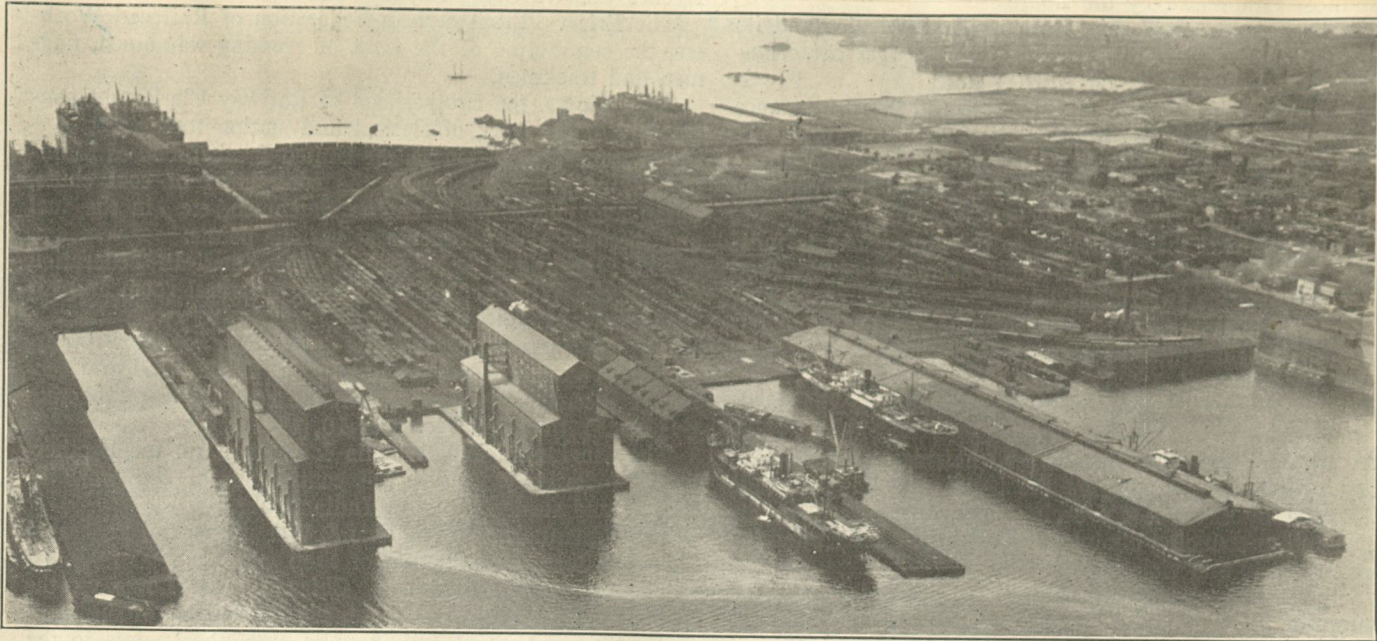
ONE OF WENDEL BOLLMAN'S FAMOUS BRIDGES

Baltimore & Ohio passenger train crossing the Allegheny Mountains in 1859 was photographed as it passed over this unique bridge.

Both the train and the bridge shown above made railroad history. The train was operated for the benefit of 40 artists and photographers on a leisurely trip from Baltimore, Md., to Wheeling, W. Va., and return on the Baltimore & Ohio 99 years ago. The bridge at North Branch, Md., was one of the Bollman truss type.

m

No. Sol

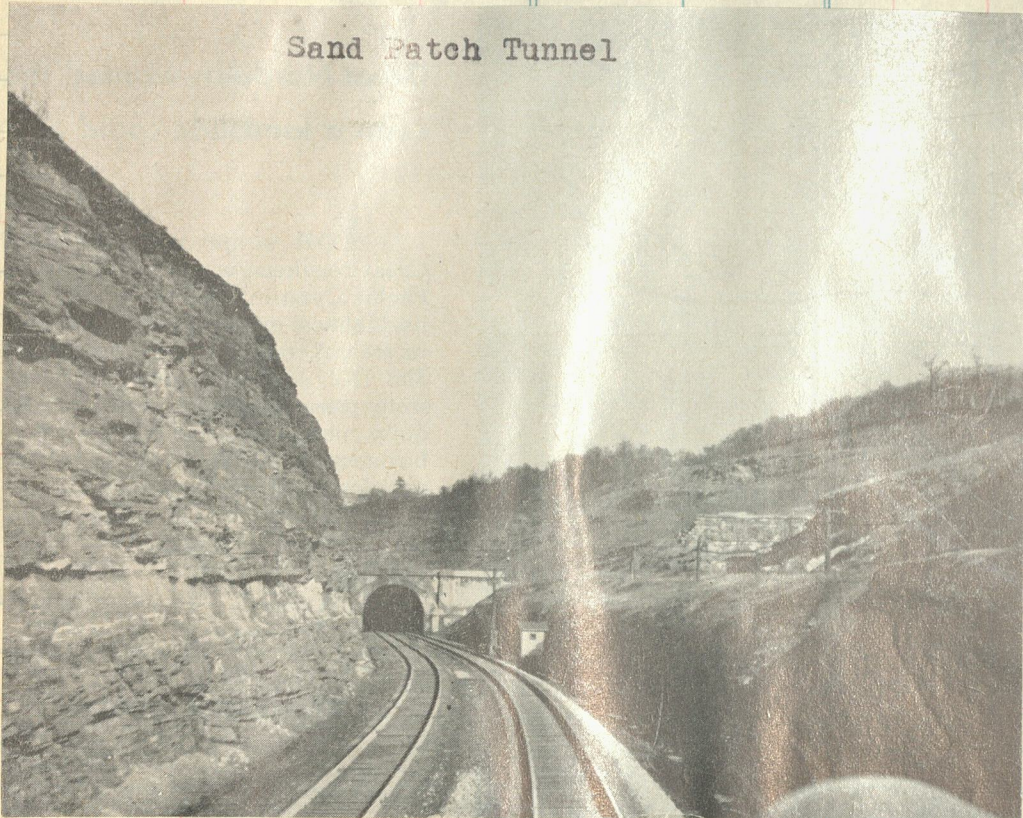


An Aeroplane View of the Baltimore & Ohio's Grain Elevators and Freight Terminals at Locust Point, Baltimore, Md.

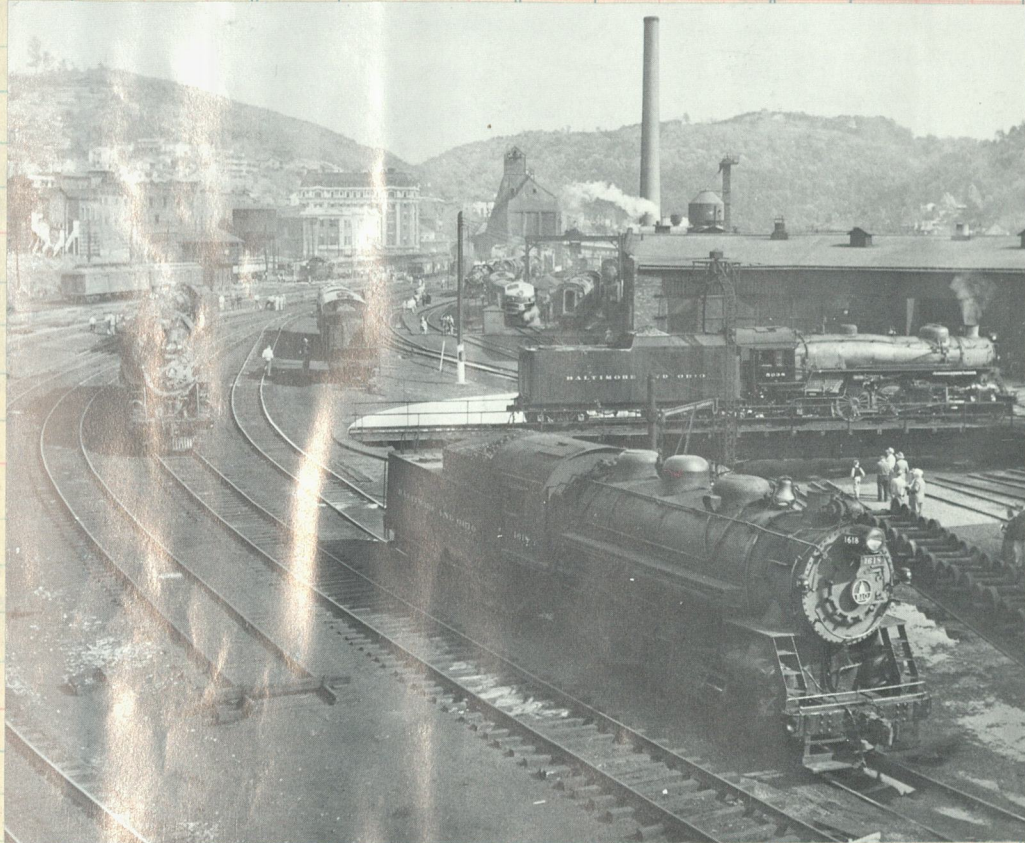
The B. & O. recently established a record for the fast handling of grain through the elevators shown by loading 285,000 bushels of grain into vessels in 13 hours.

1922

Clos. No. Sold Amount



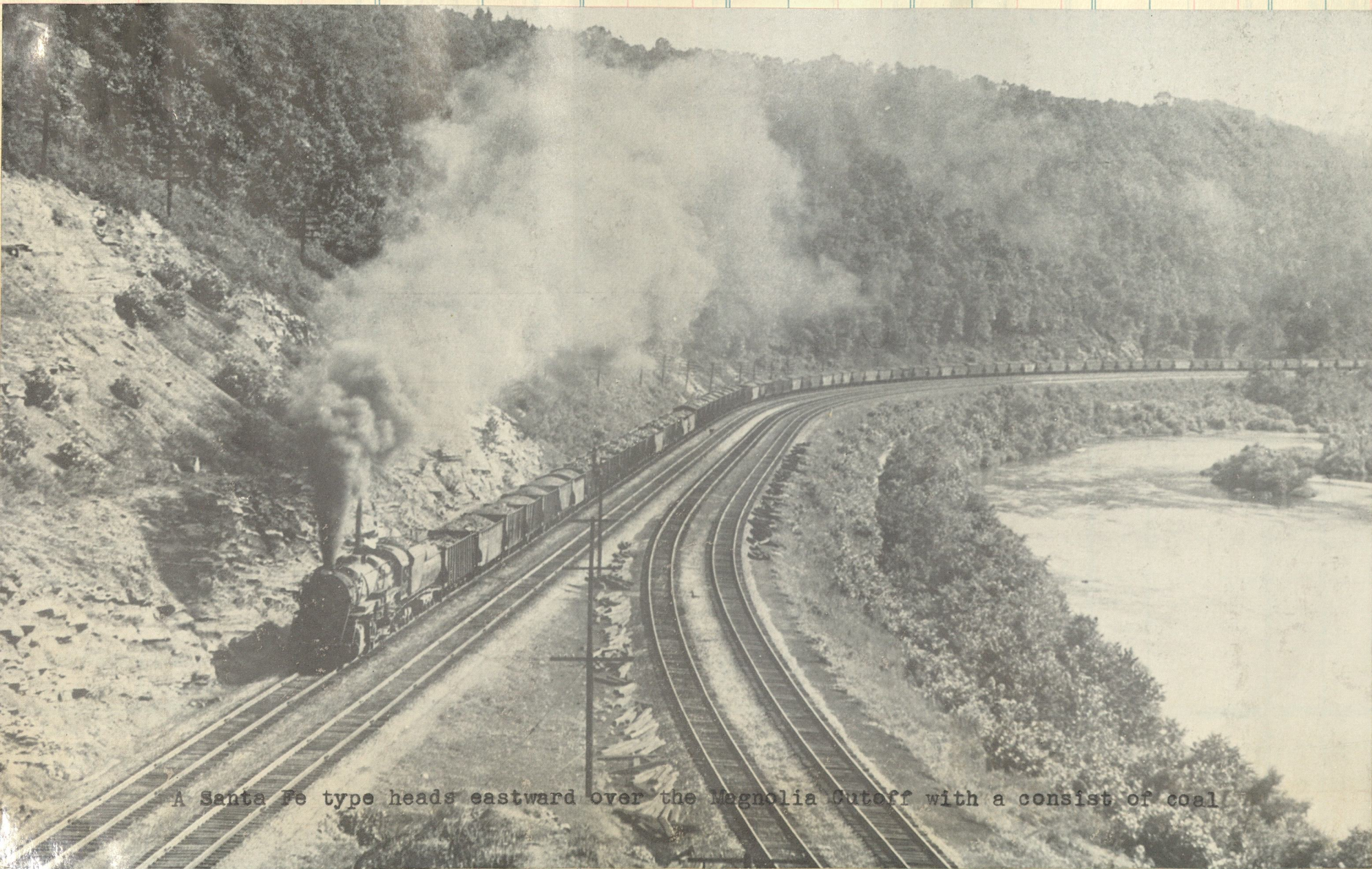
Sand Patch Tunnel



Engine facilities at Grafton, W.V.



A Mike pounds along with westbound tonnage on the 'Old Main Line' near Lime Kiln, Md.

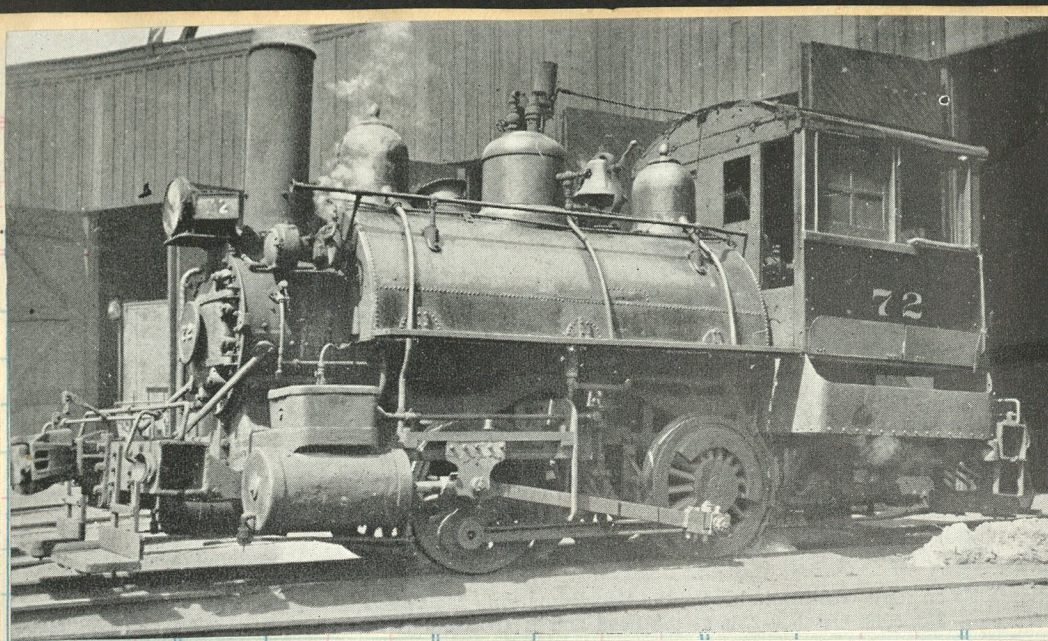


A Santa Fe type heads eastward over the Magnolia Outcrop with a consist of coal

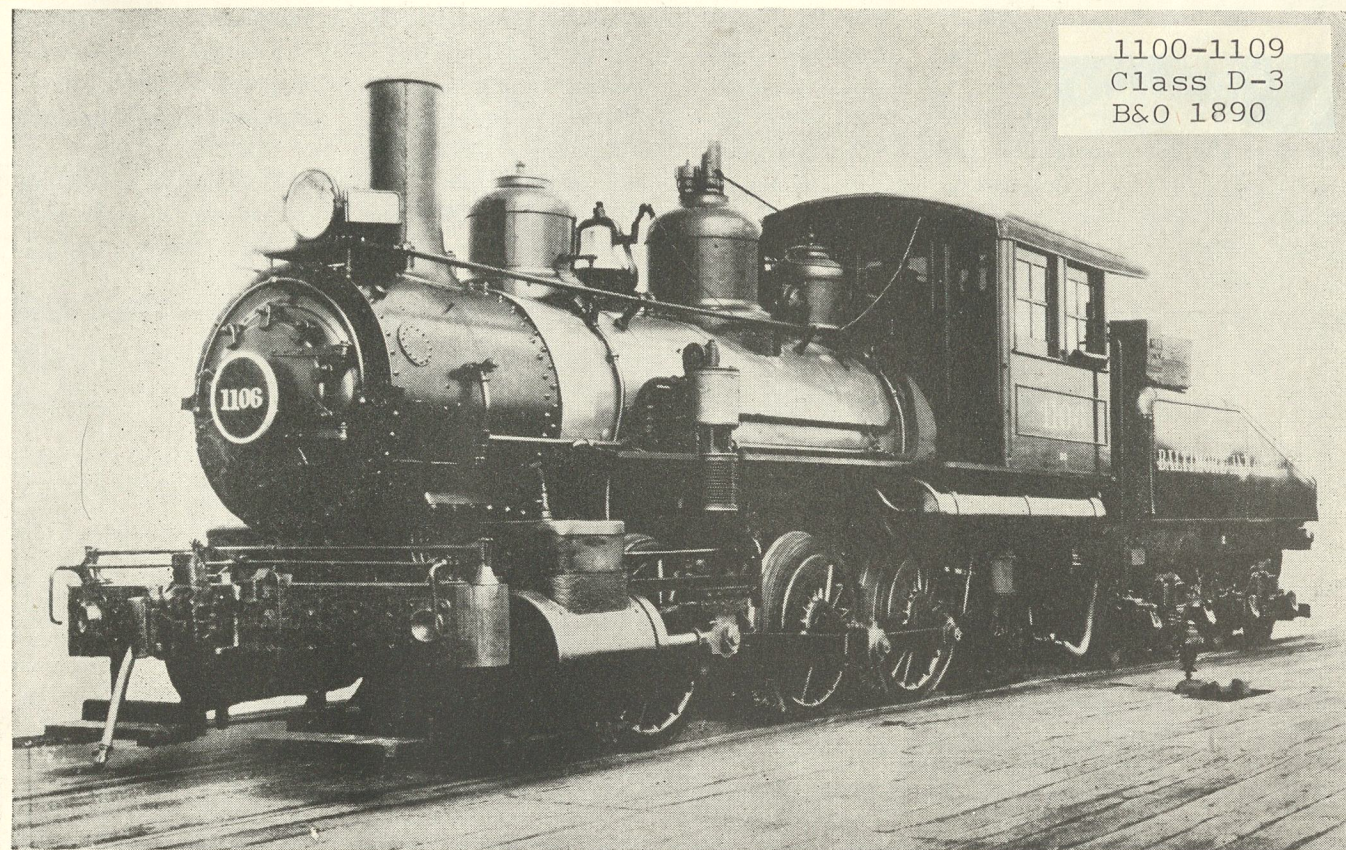


Daniel Willard
Pres. 1910-1941

#72 was one of four tankers (72-75) blt by Baldwin in 1893 c/n 13373, later #318 retired in 1946 Class C-4-44.



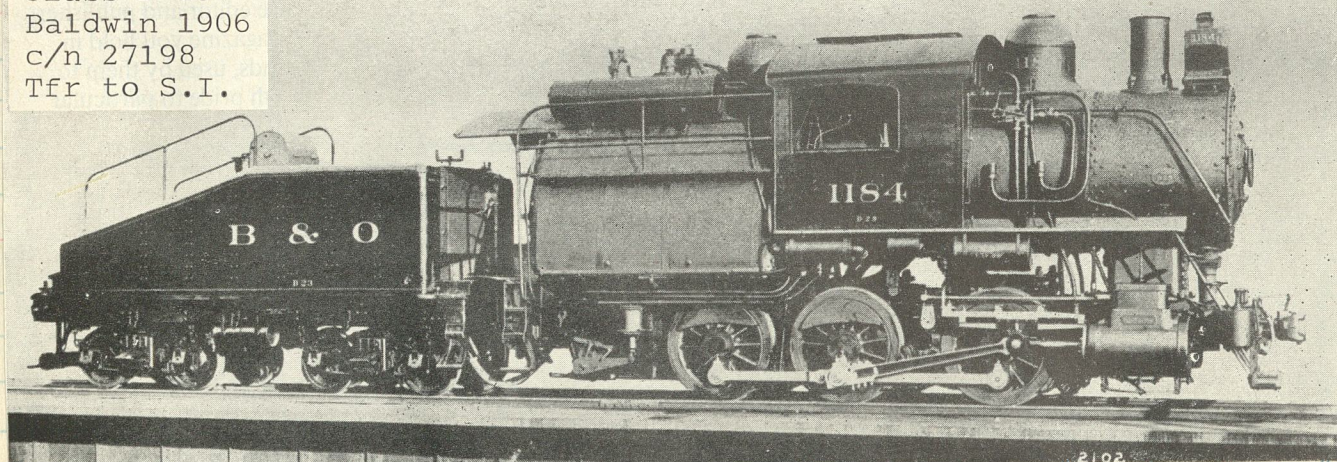
Sold	Amount	Clos. No.	S



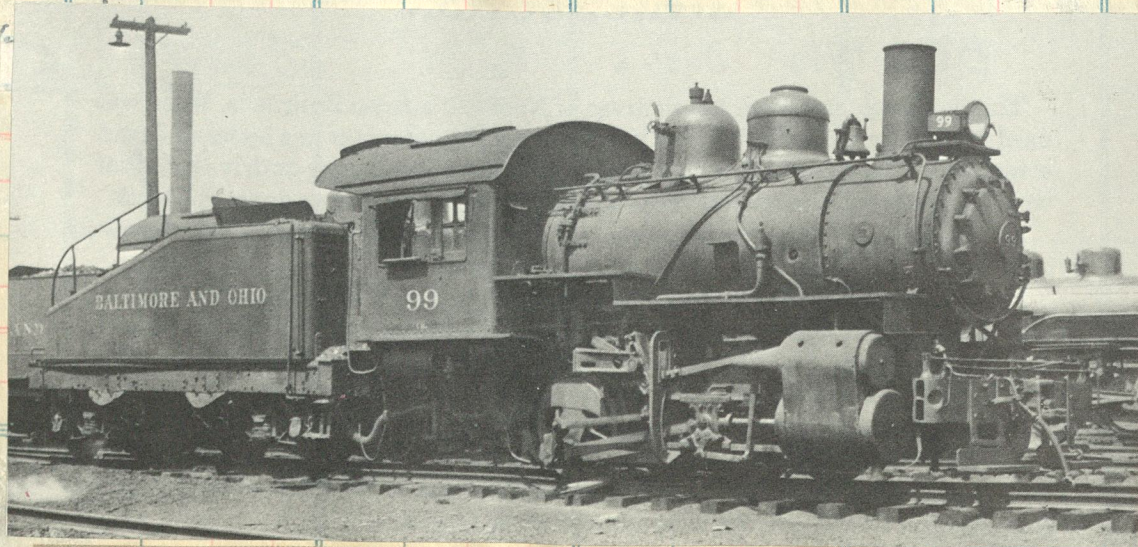
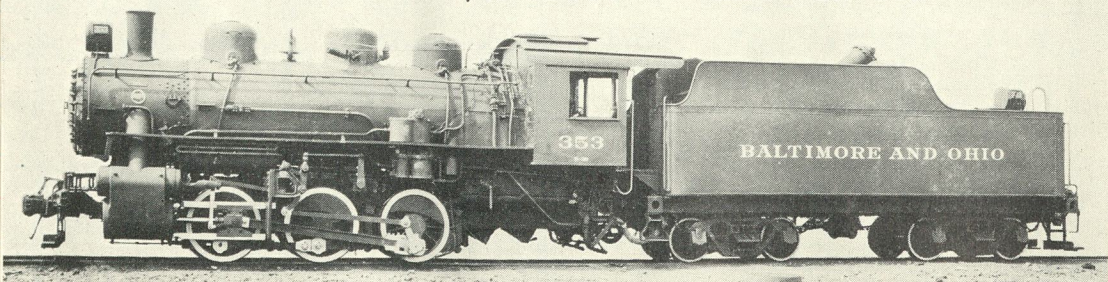
1100-1109
Class D-3
B&O 1890

Class D-3, typical of many 0-6-0 switchers built during the 1890's.

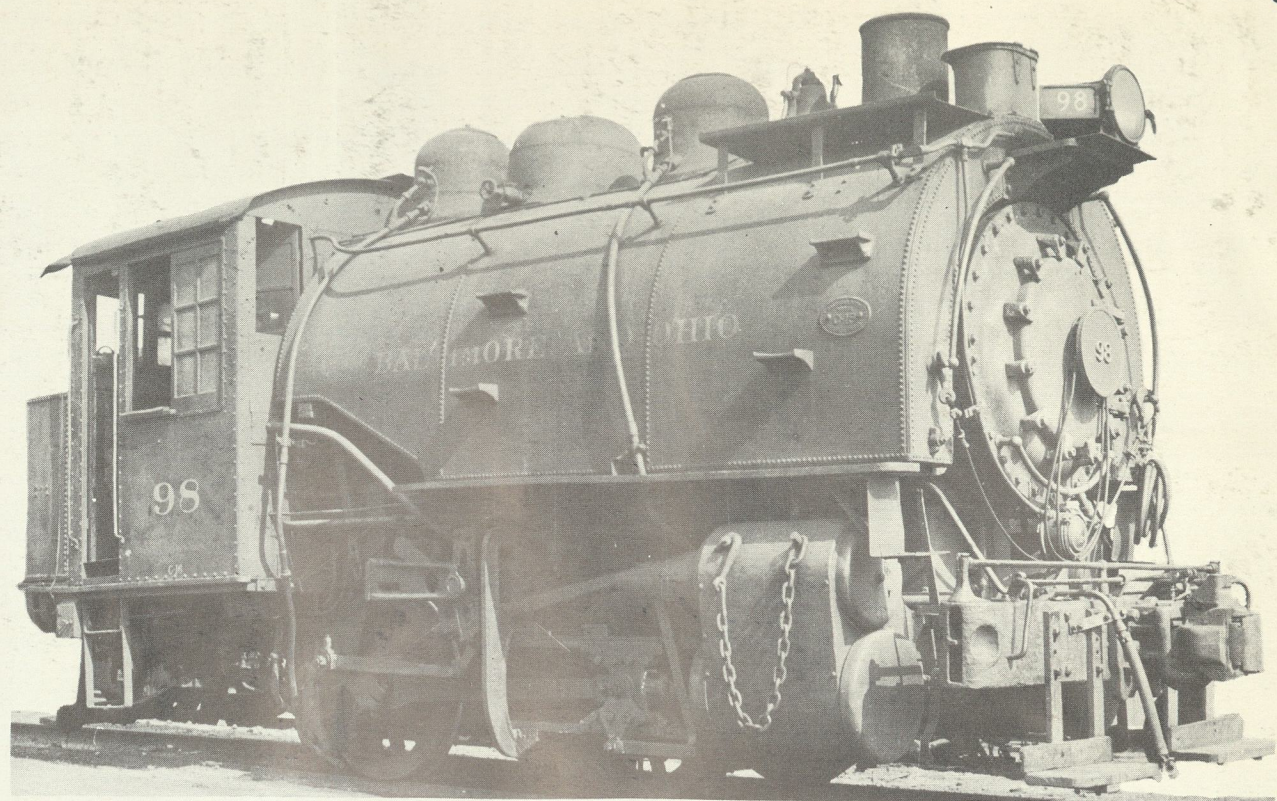
1182-1186
Class D-23
Baldwin 1906
c/n 27198
Tfr to S.I.



350-369 c/n 51689 Baldwin 1919



#99 C-16a c/n 38654 Baldwin 1912
Reblt, as shown, 1926. Retired 1944.



BALTIMORE & OHIO RAILROAD

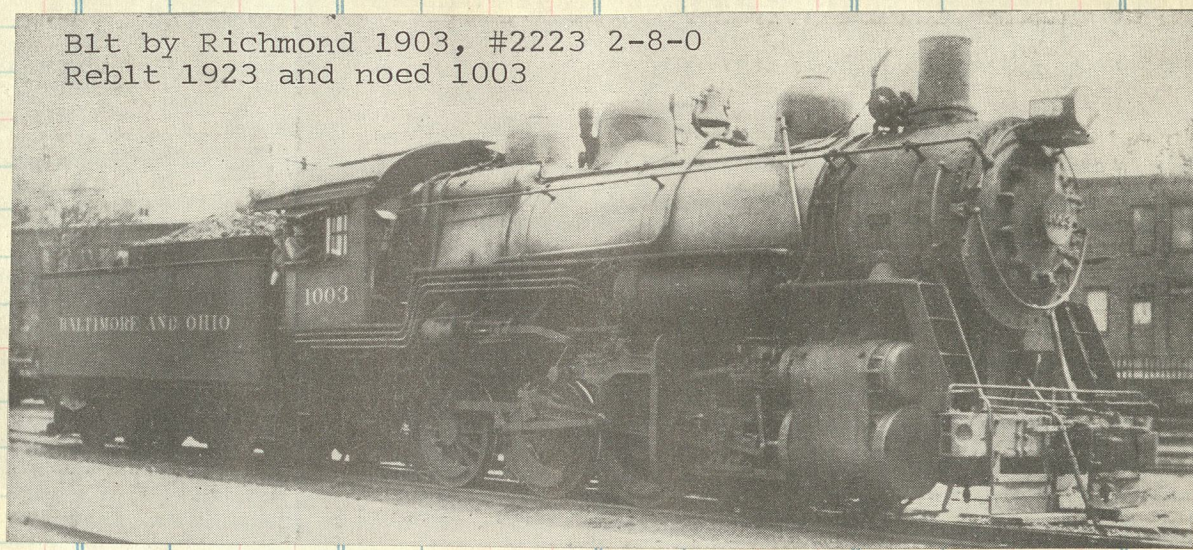
The four road class C-16 locomotives were the last of that wheel arrangement on the B&O. Blt. in 1912, nos. 96-99 were modern oil burners equipped with piston valves and

c/n 38653

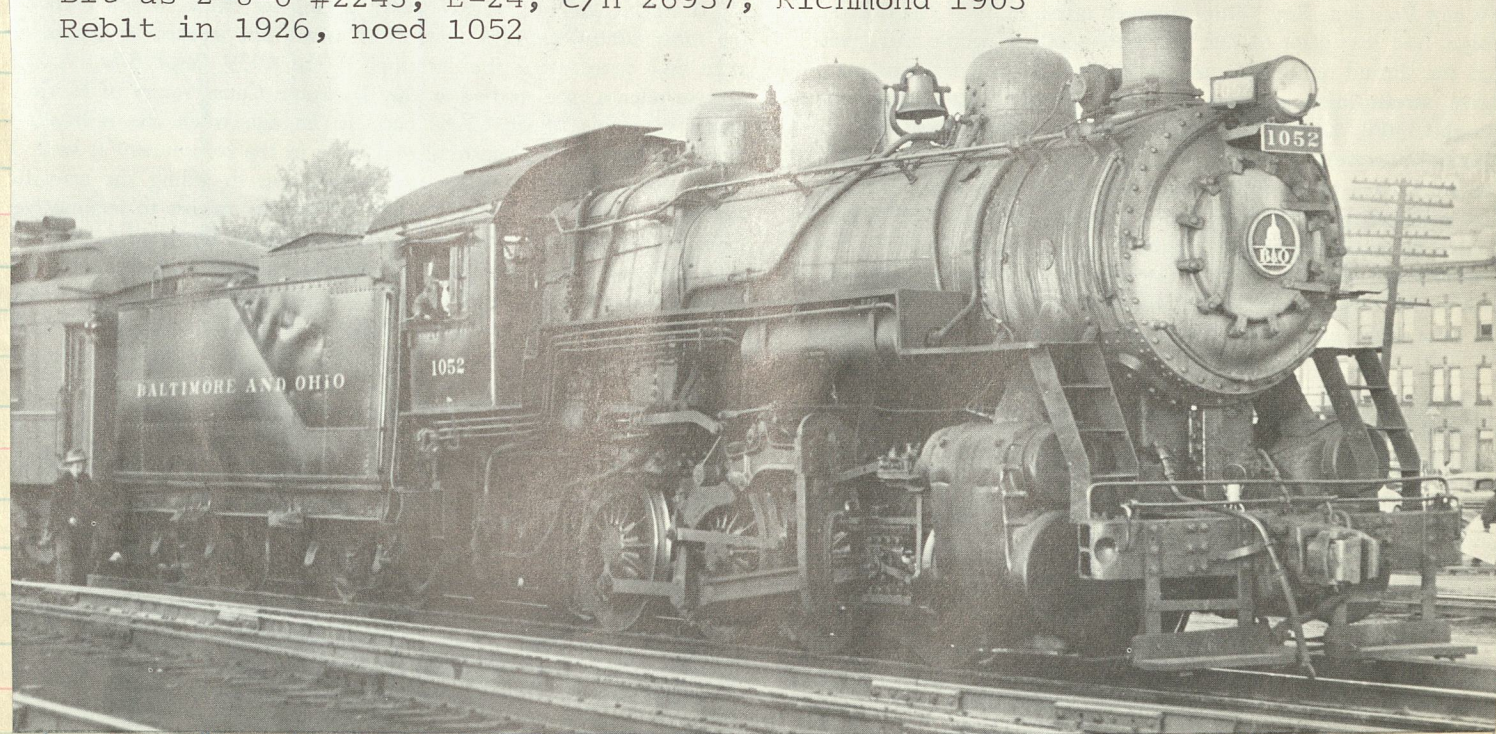
NO. 98

came nos. 897 and 898 in 1950 and were retired in 1951. Nos. 96 and 99 were converted to class C-16a in 1921. No. 98 is available by Gordon Varney in HO gauge scale.

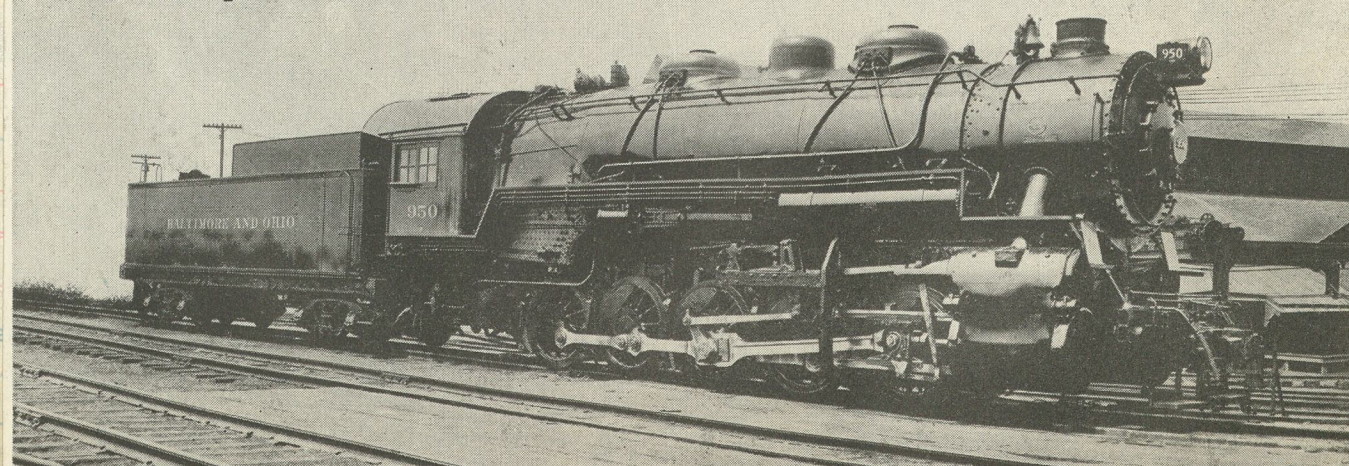
Blt by Richmond 1903, #2223 2-8-0
Reblt 1923 and noed 1003



Blt as 2-8-0 #2243, E-24, c/n 26937, Richmond 1903
Reblt in 1926, noed 1052



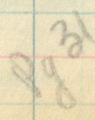
0-10-0 #950 was blt in 1926 from former 2-10-2 #6009 [Baldwin 1914 c/n 41701]



This monster, rebuilt from a Santa Fe type locomotive is the most powerful steam switcher on the B & O R.R.



William P. Price.



Pushers shoving hard on eastbound coal tonnage past
 Amblersberg on the 2.5% grade up to Terra Alta.



T. J. Donahue.

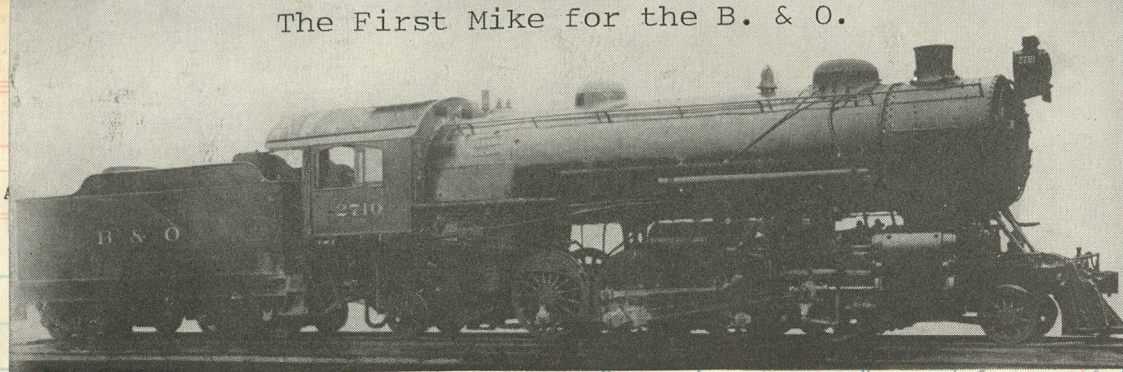
Baltimore & Ohio's Cincinnatian, on its old Baltimore-Cincinnati run, works its way up 17-Mile Grade past the tower at Bond, Md. The track behind the tower is a safety spur for halting any downhill runaways.



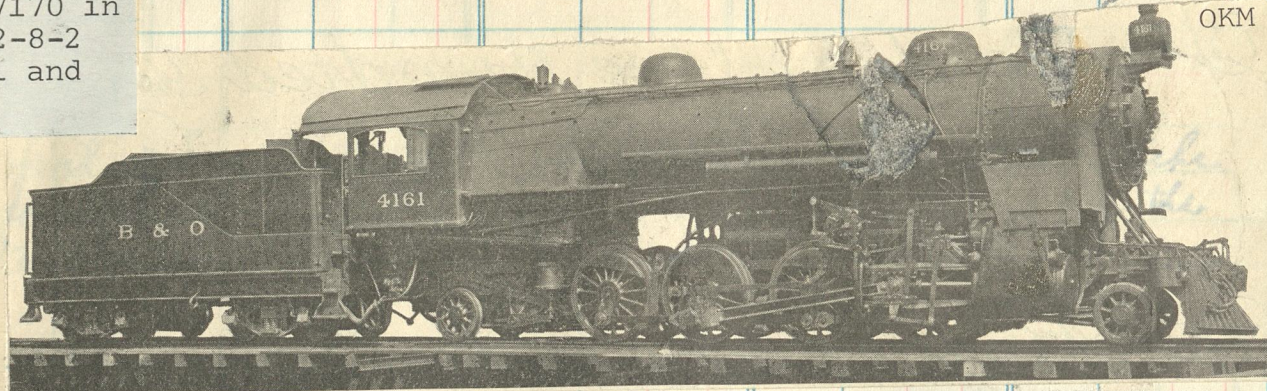
★
Plumes
of the Pushers

Twin pusher action on the
Baltimore & Ohio RR. on
Cranberry Grade in
late twilight
(Rail Photo
Service)

The First Mike for the B. & O.

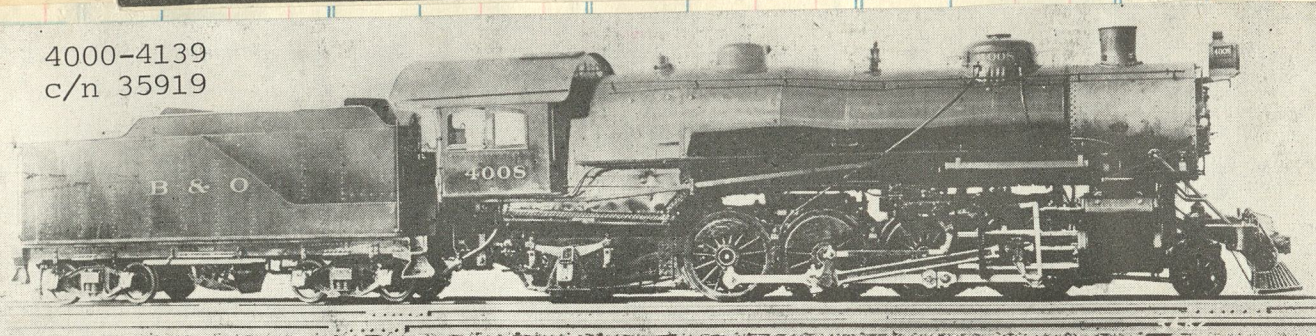


The 2710 built as 2-8-0 by Richmond c/n 47170 in 1910. Rebuilt as 2-8-2 by Baldwin in 1911 and later noed 4161.



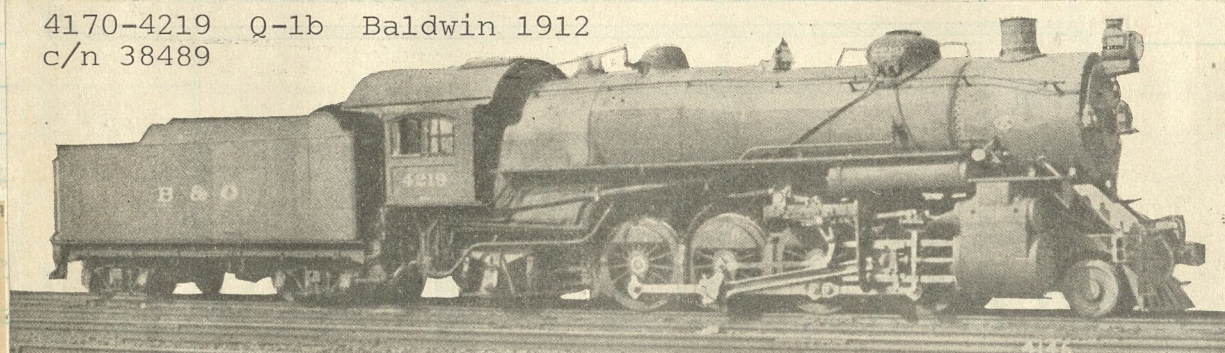
OKM

4000-4139
c/n 35919

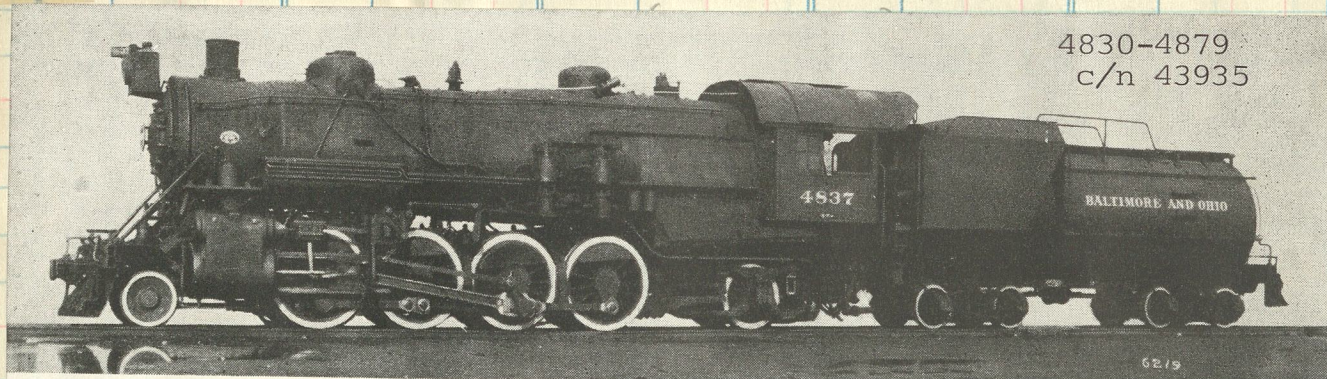


Class Q-1a, Mikado, converted from Class Q-1 built by Baldwin in 1911.

4170-4219 Q-1b Baldwin 1912
c/n 38489



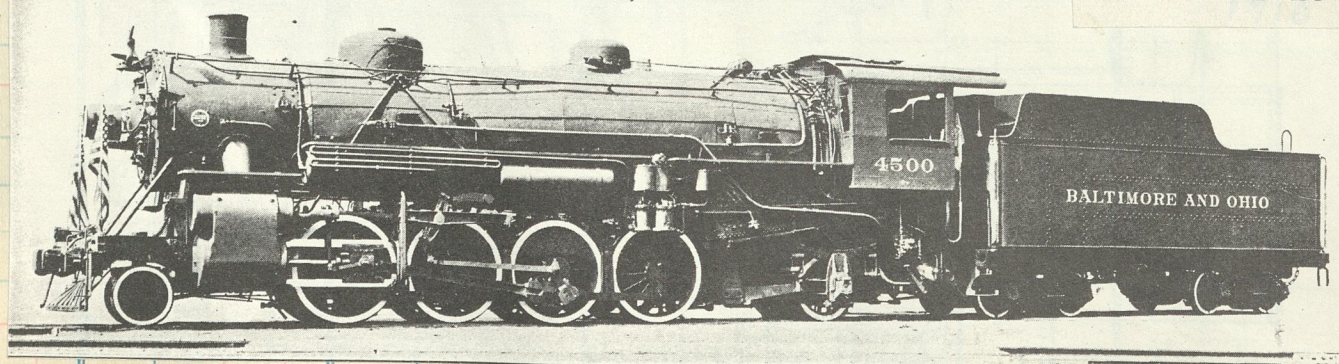
4830-4879
c/n 43935



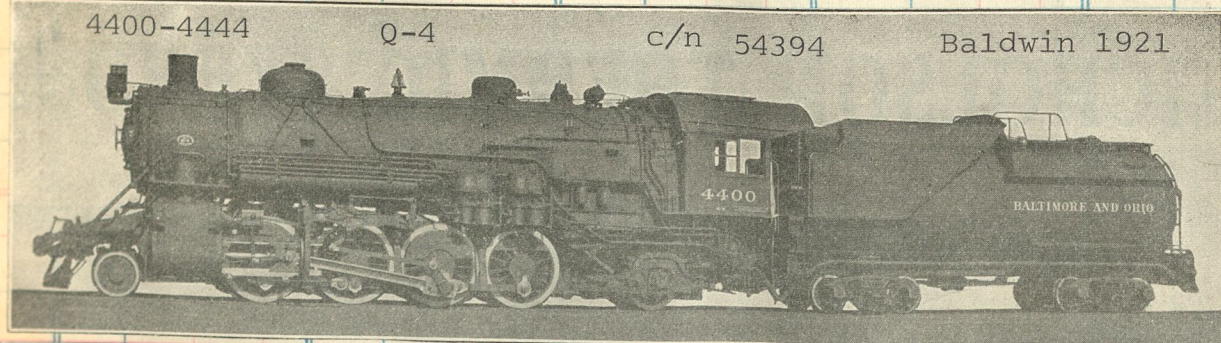
Class Q-7f, Mikado, built by Baldwin in 1916.

4500-4599 Q-3 c/n 49153

Baldwin 1918



4400-4444 Q-4 c/n 54394 Baldwin 1921

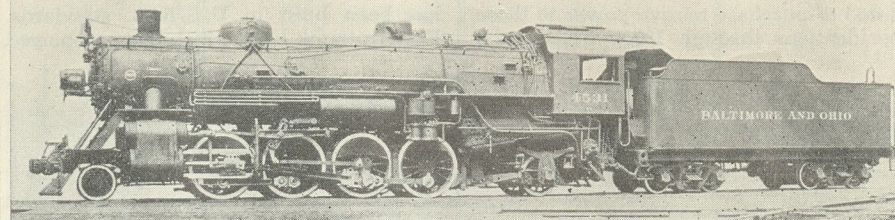


4445-4449 Q-4a Baldwin 1921
c/n 54728

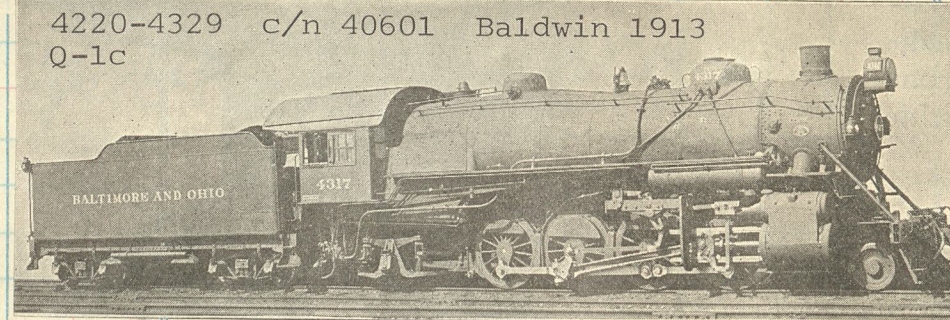


Q-3 #4531

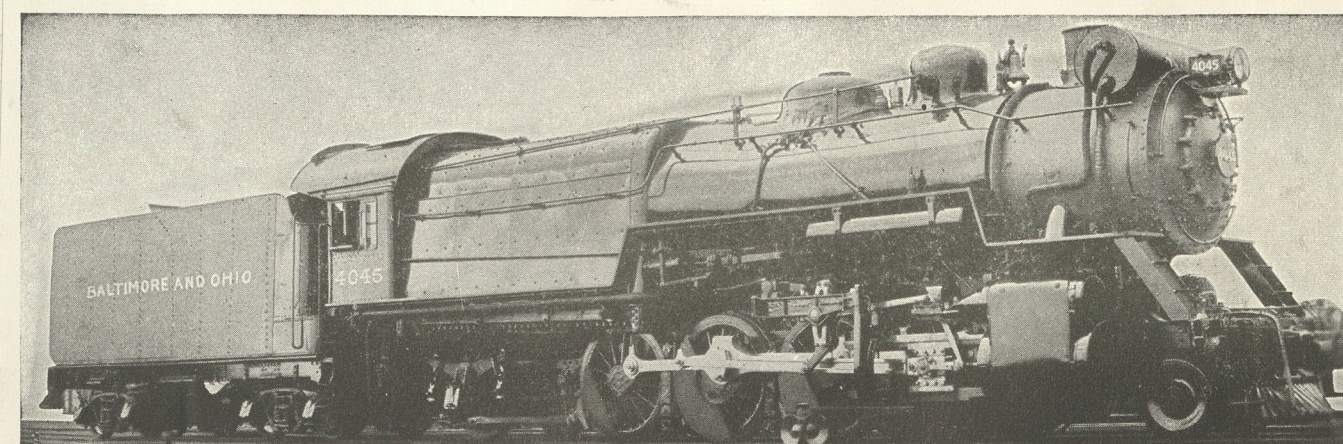
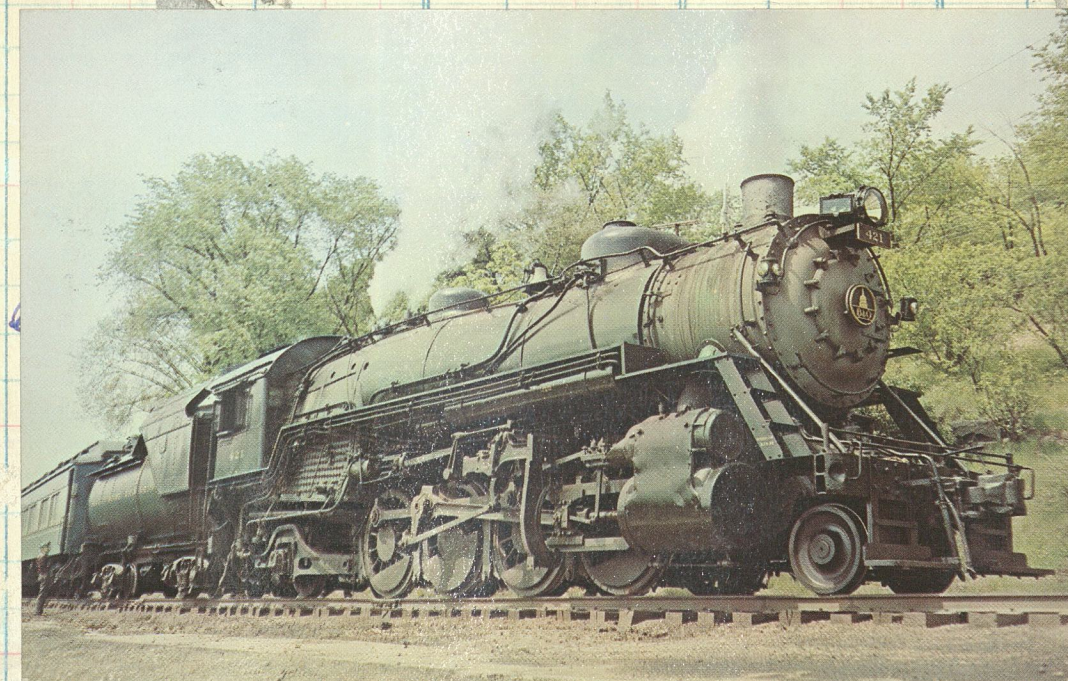
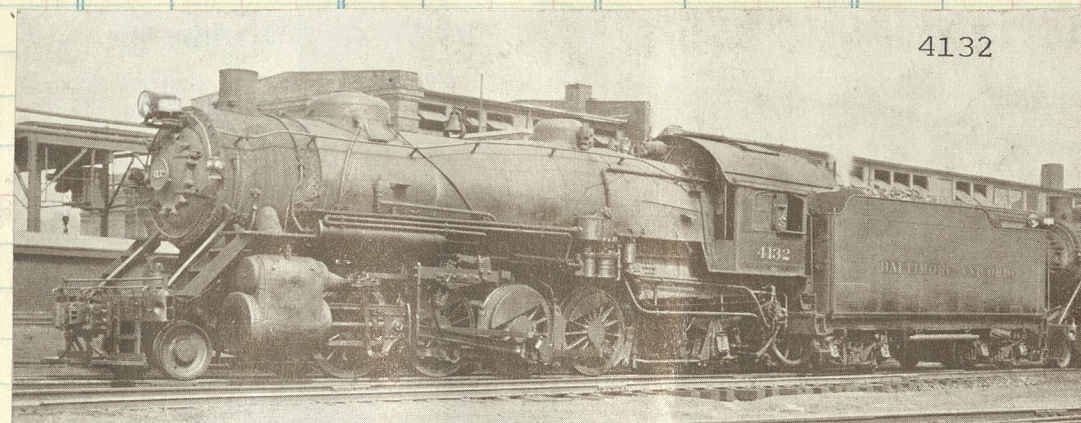
Clos.



4220-4329 c/n 40601 Baldwin 1913
Q-1c



4132



Class Q-1xa, originally Class Q-1, built by Baldwin in 1911. Water-tube firebox first applied in 1927.

4450-4490 c/n 55869

Baldwin 1922

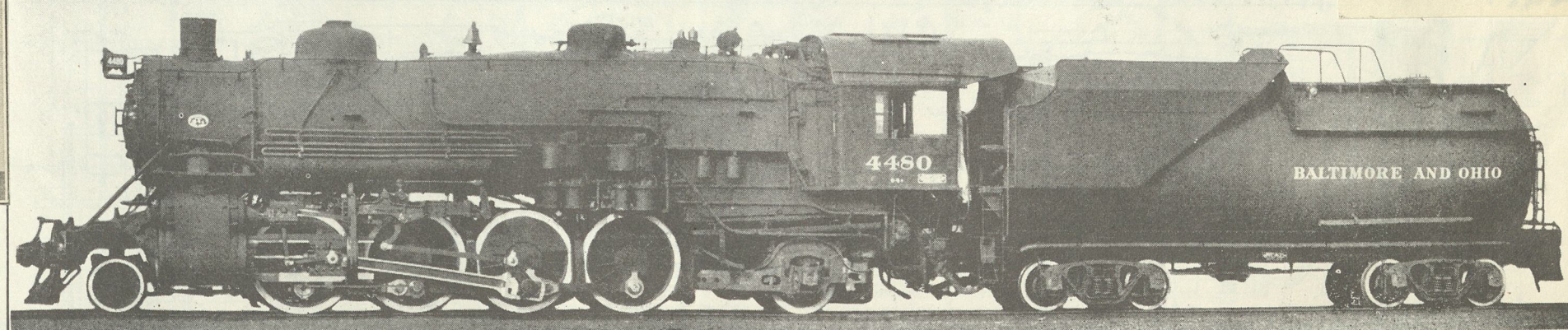


Fig. 68—Baltimore & Ohio 2-8-2 (Mikado) Type Locomotive, Class Q 4b, for Freight Service. Built by The Baldwin Locomotive Works.

Cylinders, diameter and stroke.....25 3/4 in. x 32 in.
Tractive force.....163,200 lb.
Cylinder horsepower.....2,650 hp.
Drivers, diameter.....64 in.
Weight on drivers.....245,580 lb.
Weight on front truck.....23,930 lb.

Weight on trailing truck.....57,920 lb.
Total weight of engine.....327,430 lb.
Weight of tender.....216,570 lb.
Driving wheel base.....16 ft. 9 in.
Total engine wheel base.....35 ft. 1 in.
Type of boiler.....Wagon top

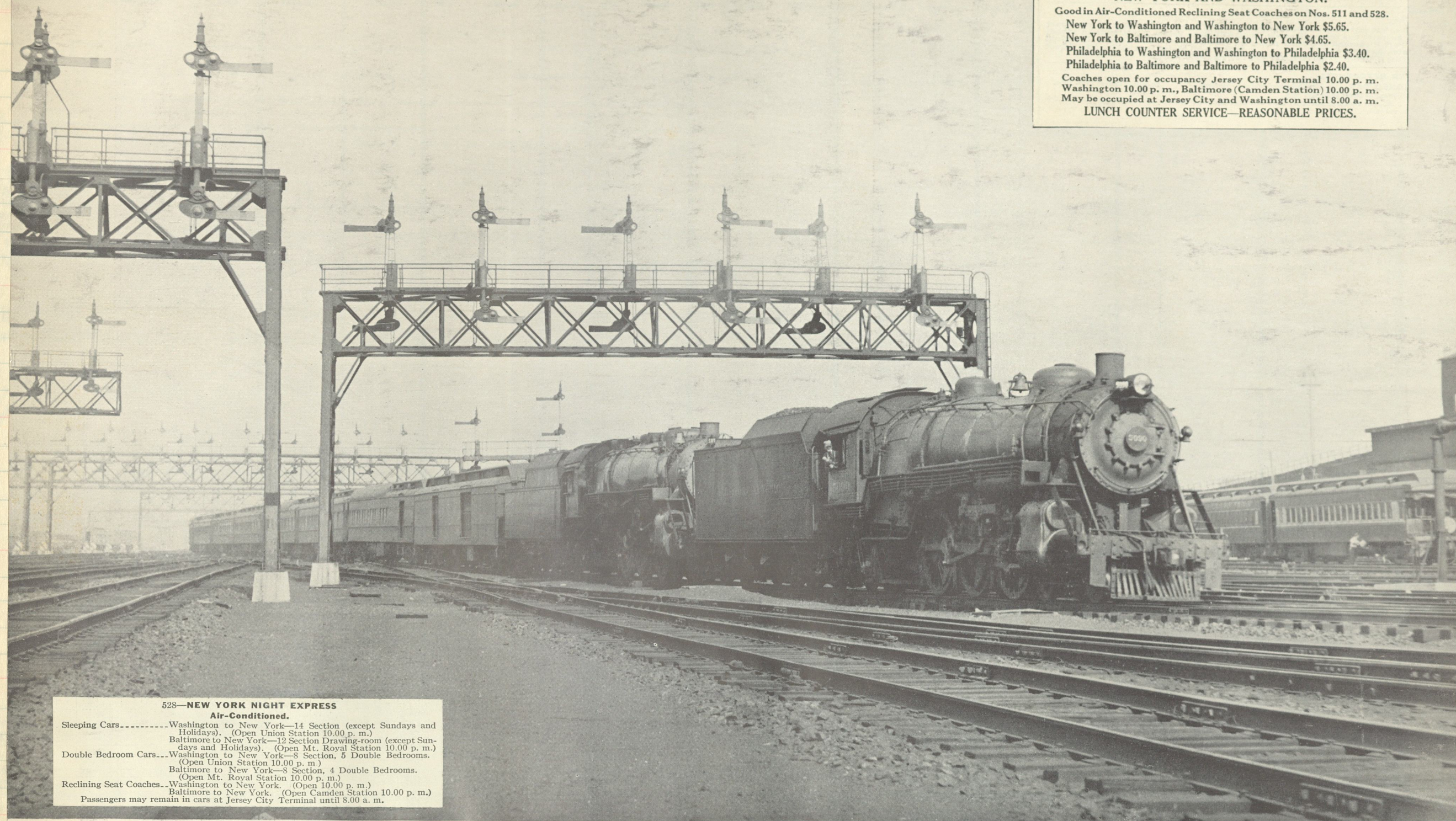
Fuel.....Soft coal
Grate area.....70 sq. ft.
Steam pressure.....220 lb.
Evaporative heating surface.....3,822 sq. ft.
Superheating surface.....1,010 sq. ft.
Tender capacity.....12,000 gal., 20 tons

CUT HERE
To Make
Short Sheet

ount Clos. No. Sold Amount Clos. No. Sold Amount

95

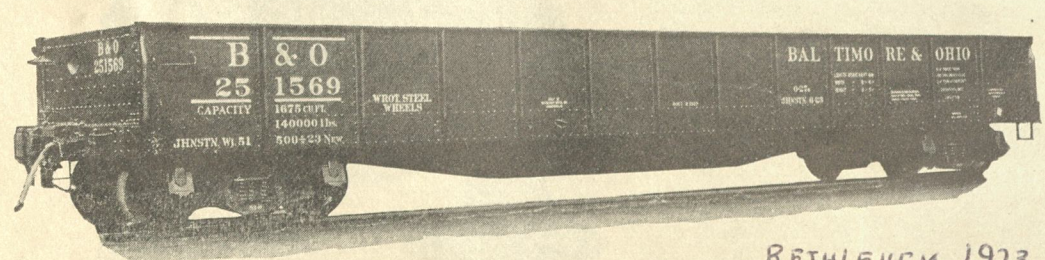
Travel Bargains Every Night
ONE-WAY NIGHT COACH RATES BETWEEN
NEW YORK AND WASHINGTON.
Good in Air-Conditioned Reclining Seat Coaches on Nos. 511 and 528.
New York to Washington and Washington to New York \$5.65.
New York to Baltimore and Baltimore to New York \$4.65.
Philadelphia to Washington and Washington to Philadelphia \$3.40.
Philadelphia to Baltimore and Baltimore to Philadelphia \$2.40.
Coaches open for occupancy Jersey City Terminal 10.00 p. m.
Washington 10.00 p. m., Baltimore (Camden Station) 10.00 p. m.
May be occupied at Jersey City and Washington until 8.00 a. m.
LUNCH COUNTER SERVICE—REASONABLE PRICES.



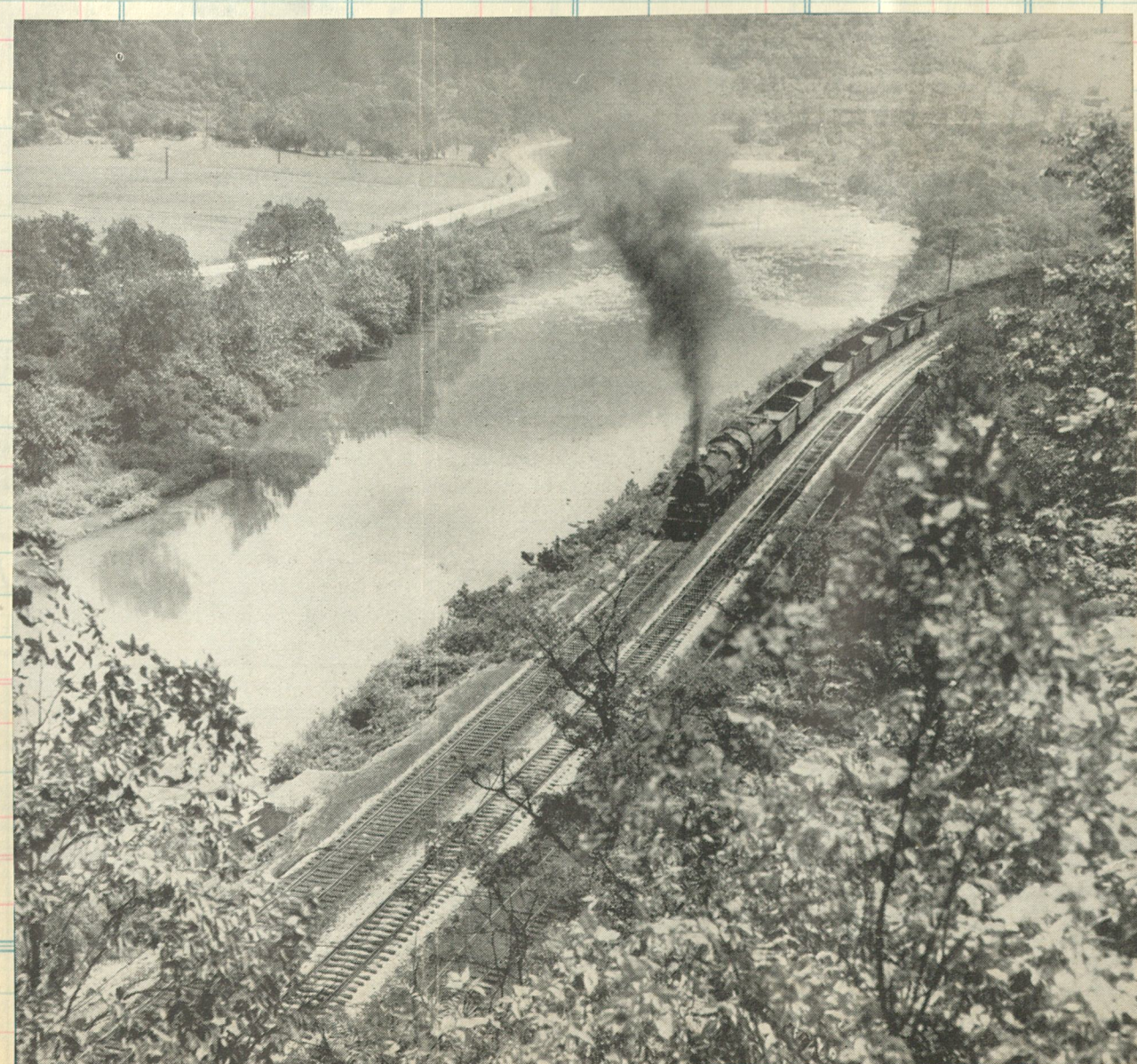
528—NEW YORK NIGHT EXPRESS
Air-Conditioned.
Sleeping Cars.....Washington to New York—14 Section (except Sundays and
Holidays). (Open Union Station 10.00 p. m.)
Baltimore to New York—12 Section Drawing-room (except Sun-
days and Holidays). (Open Mt. Royal Station 10.00 p. m.)
Double Bedroom Cars.....Washington to New York—3 Section, 6 Double Bedrooms.
(Open Union Station 10.00 p. m.)
Baltimore to New York—8 Section, 4 Double Bedrooms.
(Open Mt. Royal Station 10.00 p. m.)
Reclining Seat Coaches.....Washington to New York. (Open 10.00 p. m.)
Baltimore to New York. (Open Camden Station 10.00 p. m.)
Passengers may remain in cars at Jersey City Terminal until 8.00 a. m.

Where many were, but few remain
Of old familiar things,
But seeing them to mind again
The lost and absent brings.

One of the most popular trains on Baltimore & Ohio is the slow comfortable overnight express between Washington and New York. To allow for a full night's sleep the journey is made in longer running time than that of the day trains and fewer stops. Here is the Night Express coming into the Jersey Central terminal at Jersey City. By H. F. Harvey.



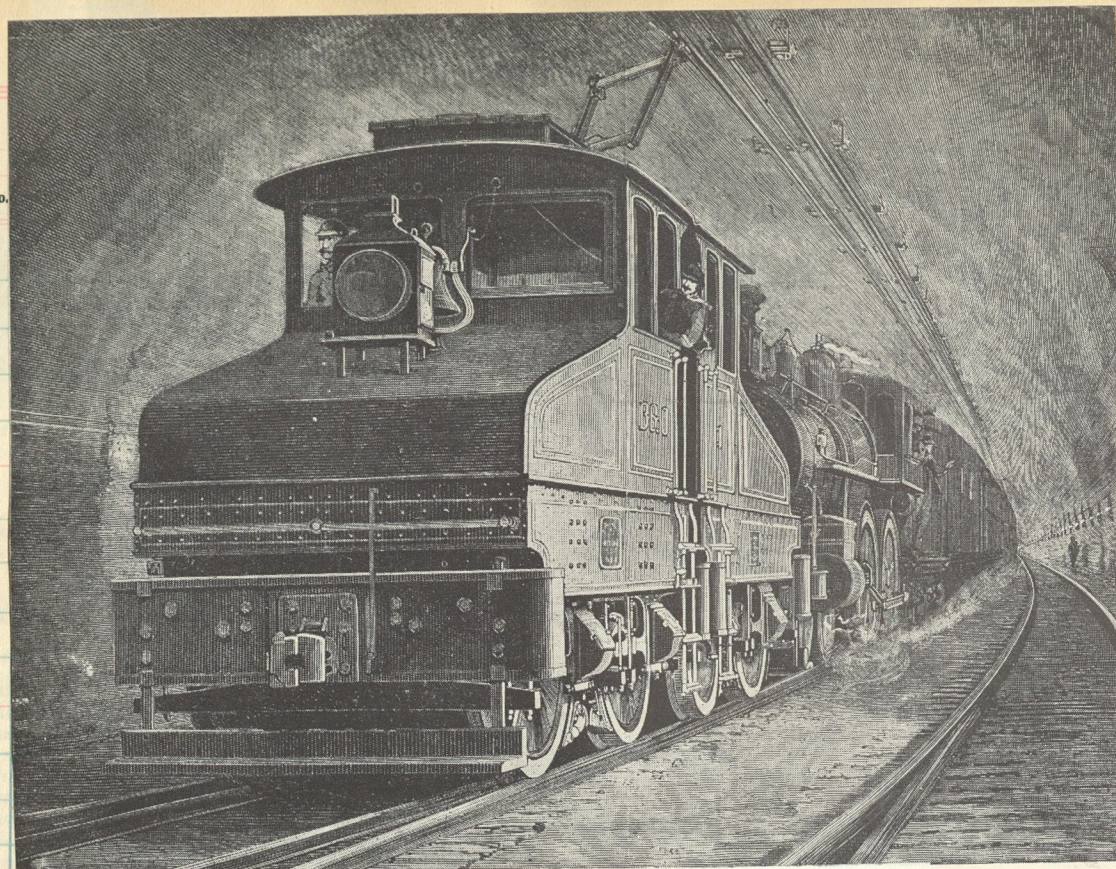
BETHLEHEM 1923



A train of 119 empty hoppers going back to the mines approaching Keyser.

Amount Clos. No. Sold Amount Clos. No.

Amount Clos. No. Sold Amount Clos. No.



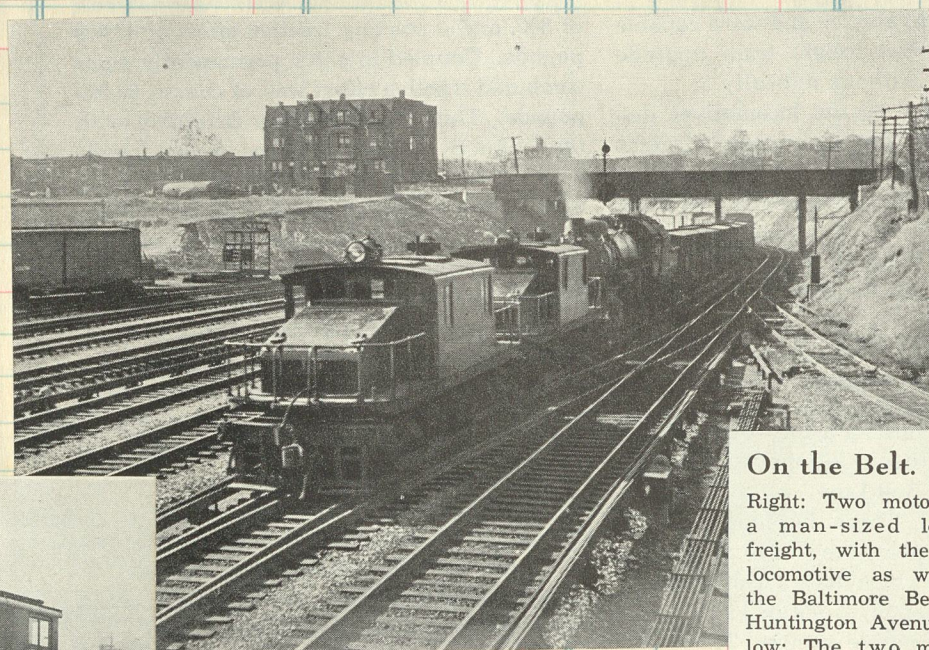
Above is B&O electric locomotive No. 1 with train in the cut just east of Camden Station, probably about 1895. The picture is obviously posed, since westbound trains on the Belt Line have never used electric motors.

Motors:-

- 1 - 3 b1t 1894
- 4
- 5 - 8 B1t 1903
- 9 B1t 1906

Baltimore Belt Line

Under the city of Baltimore the B&O tunneled its Belt Line by which it joined its original main line west and its extension to Philadelphia. Opened in 1893 to replace a tedious ferryboat transfer across Baltimore harbor, the line was the first steam railroad use of electrification. The old woodcut above shows one of the original electric locomotives, with overhead third rail, pulling a steam train through the tunnel, locomotive and all. Modern locomotives, at right, use third rail at trackside, but still pull upgrade trains, locomotive and all, fires banked. Downgrade trains simply coast, without bothering to couple on the electrics.



On the Belt.

Right: Two motors pull a man-sized load of freight, with the steam locomotive as well, on the Baltimore Belt near Huntington Avenue. Below: The two motors, their part of the job done, uncouple and run ahead as the train keeps moving and the steam engine picks up the load. The motors take the crossover into the clear; train goes straight.



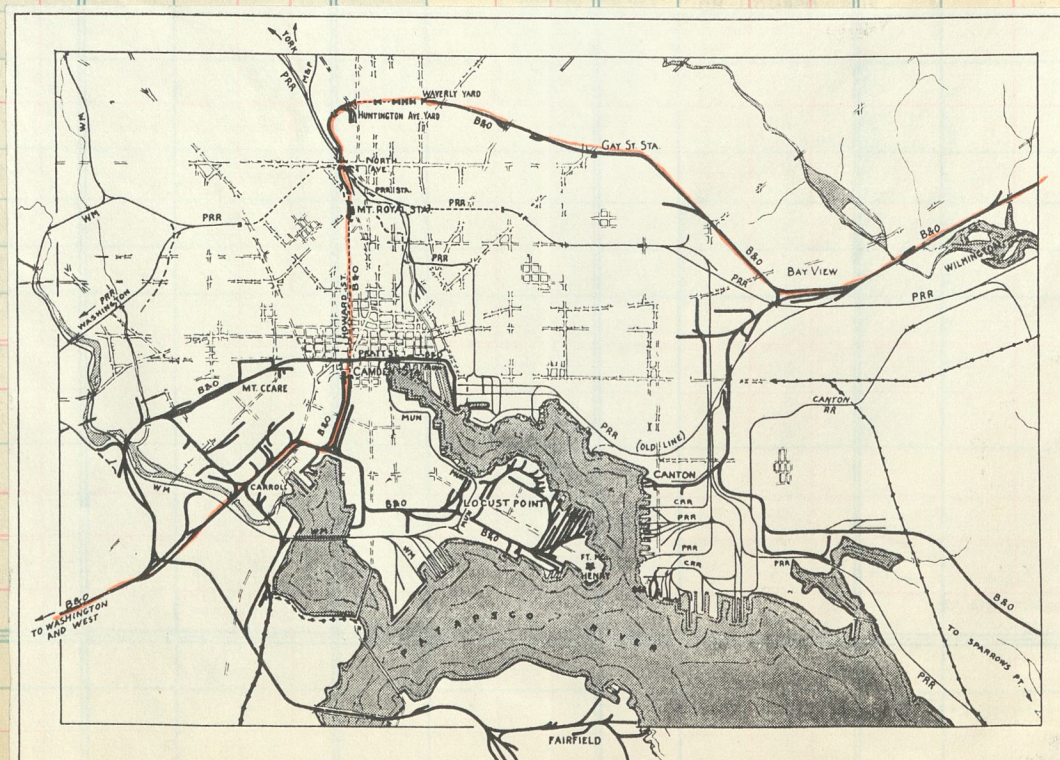
Two 120-Ton Electric Locomotives for the Baltimore Tunnel of the Baltimore & Ohio

1923

Baltimore & Ohio tunnel locomotives.

Class	Nos.	Year Built or Rebuilt	Wheel Arrangement	Driver Diameter	Weight, Pounds	Horsepower*	Tractive Effort, † Pounds
CE-1	10	1909	B	33"	19,400	54	4,800
OE-1	11, 12	1910	B-B	50"	184,000	1100	46,000
OE-1	11, 12	1923	B-B	50"	240,000	1100	60,000
OE-2	13, 14	1912	B-B	50"	200,000	1100	50,000
OE-2	13, 14	1923	B-B	50"	240,000	1100	60,000
OE-3	15, 16	1923	B-B	50"	242,000	1100	60,500
OE-4	17, 18	1927	B-B	50"	240,000	1100	60,000

* One-hour rating. † Maximum, starting. All locomotives were built by General Electric. Rated voltage is 600. Maximum safe speed is 35 miles per hour.



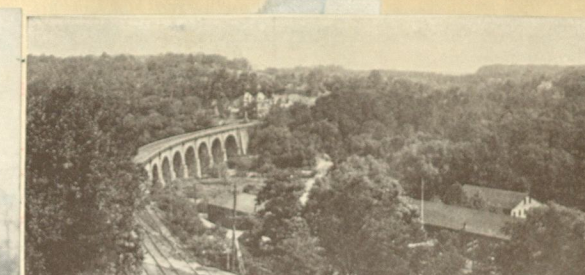
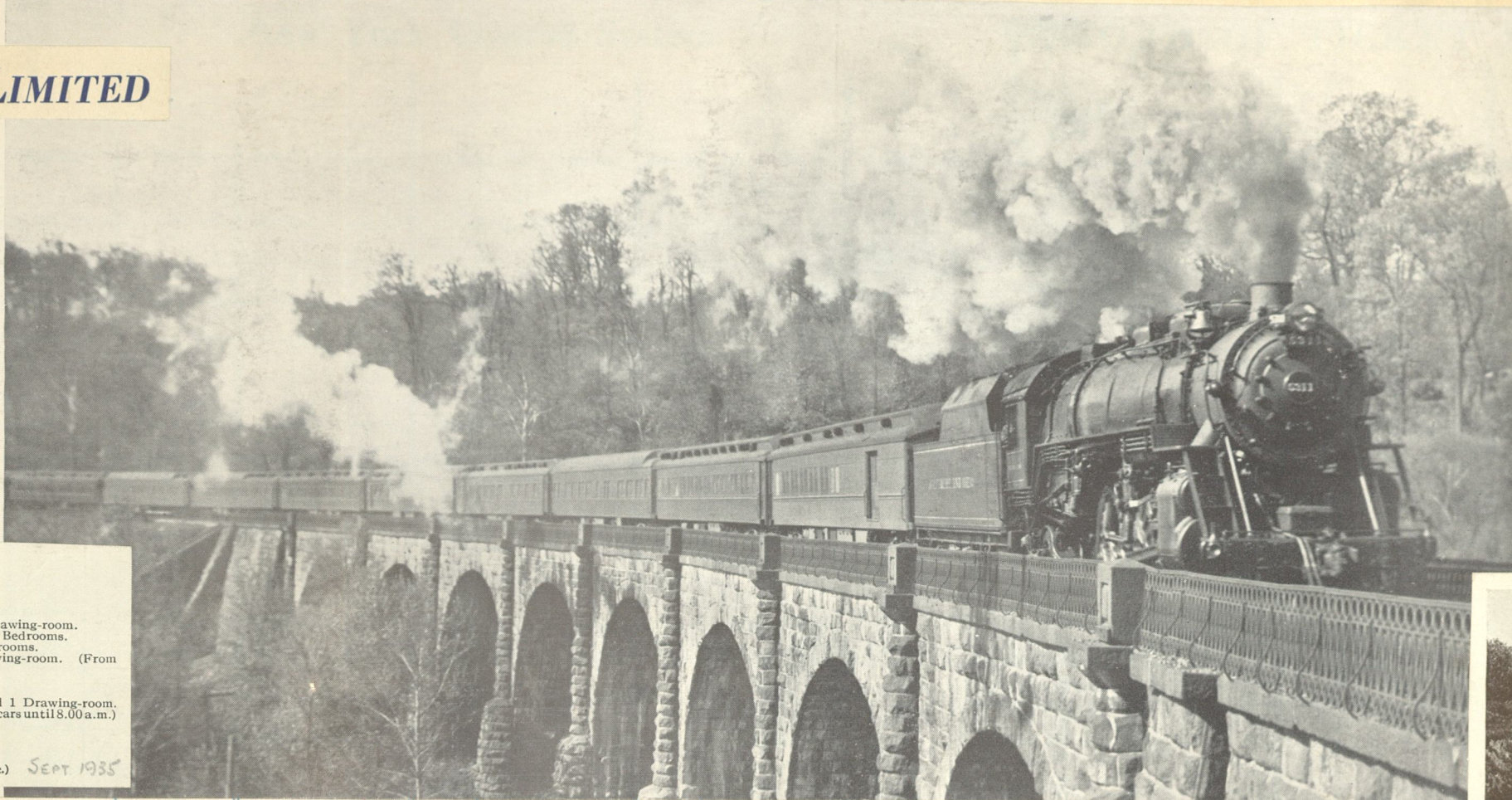
The NATIONAL LIMITED

One of the oldest railway viaducts in use in the world is the stone arch structure at Relay, Md., on the line from Baltimore to Washington. It was built in 1834 to carry six-ton locomotives and is still in fine shape today and carrying the load of modern 300-ton locomotives and heavy steel rolling stock. The train in this photo is the National Limited of pre-streamlining days behind a President class Pacific locomotive.

No. 2—THE NATIONAL LIMITED—Daily. Completely Air-Conditioned Train. Train Secretary, Valet, Maid-Manicure.

Sleeping Cars.....St. Louis to New York—10 Sec. 2 Compt., 1 Drawing-room.
St. Louis to Washington—10 Sections, 3 Double Bedrooms.
Louisville to New York—12 Sections, 1 Drawing-rooms.
Wheeling to Washington—12 Sections, 1 Drawing-room. (From No. 44 at Grafton.)
Lounge Car.....St. Louis to New York—8 Sections.
Sun-room Observation Lounge Car.....St. Louis to Washington—3 Compartments and 1 Drawing-room.
(Passengers may remain in Washington sleeping cars until 8.00 a.m.)
Parlor Car.....Washington to New York—Drawing-room.
Dining Cars.....St. Louis to Chillicothe.
Keyser to New York.
Indiv. Seat Coach.....Washington to New York.
Reclin. Seat Coach.....St. Louis to Washington. (Buffet Lunch Service.)

SEPT 1935

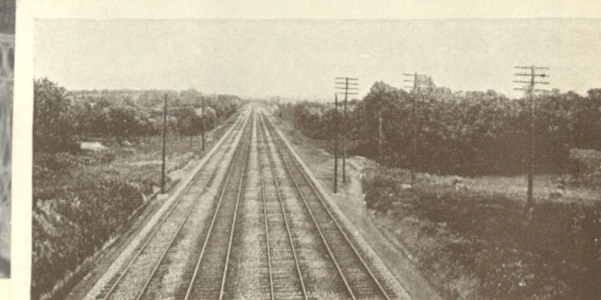


The Famous Old Bridge at Relay, Md.

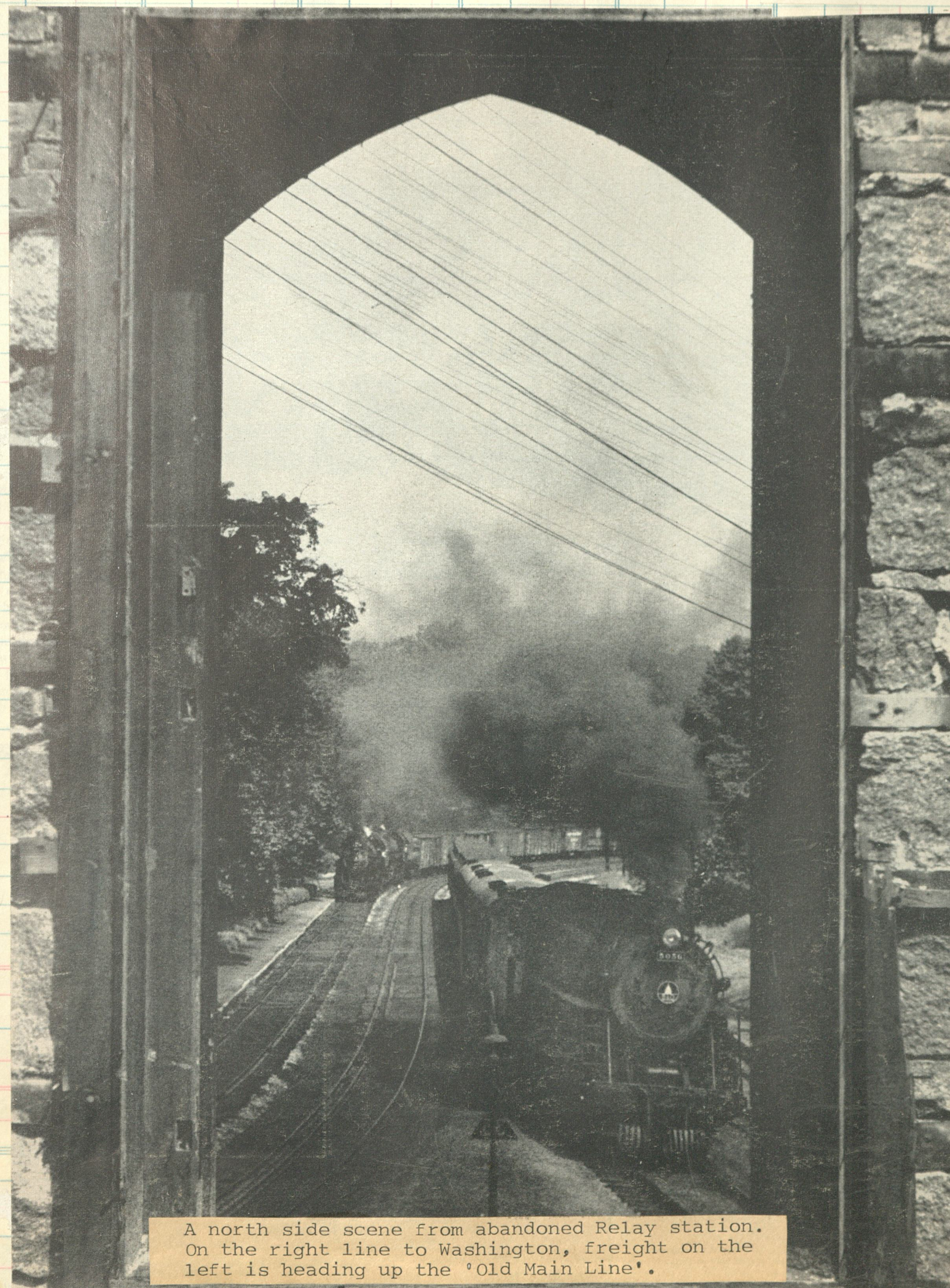
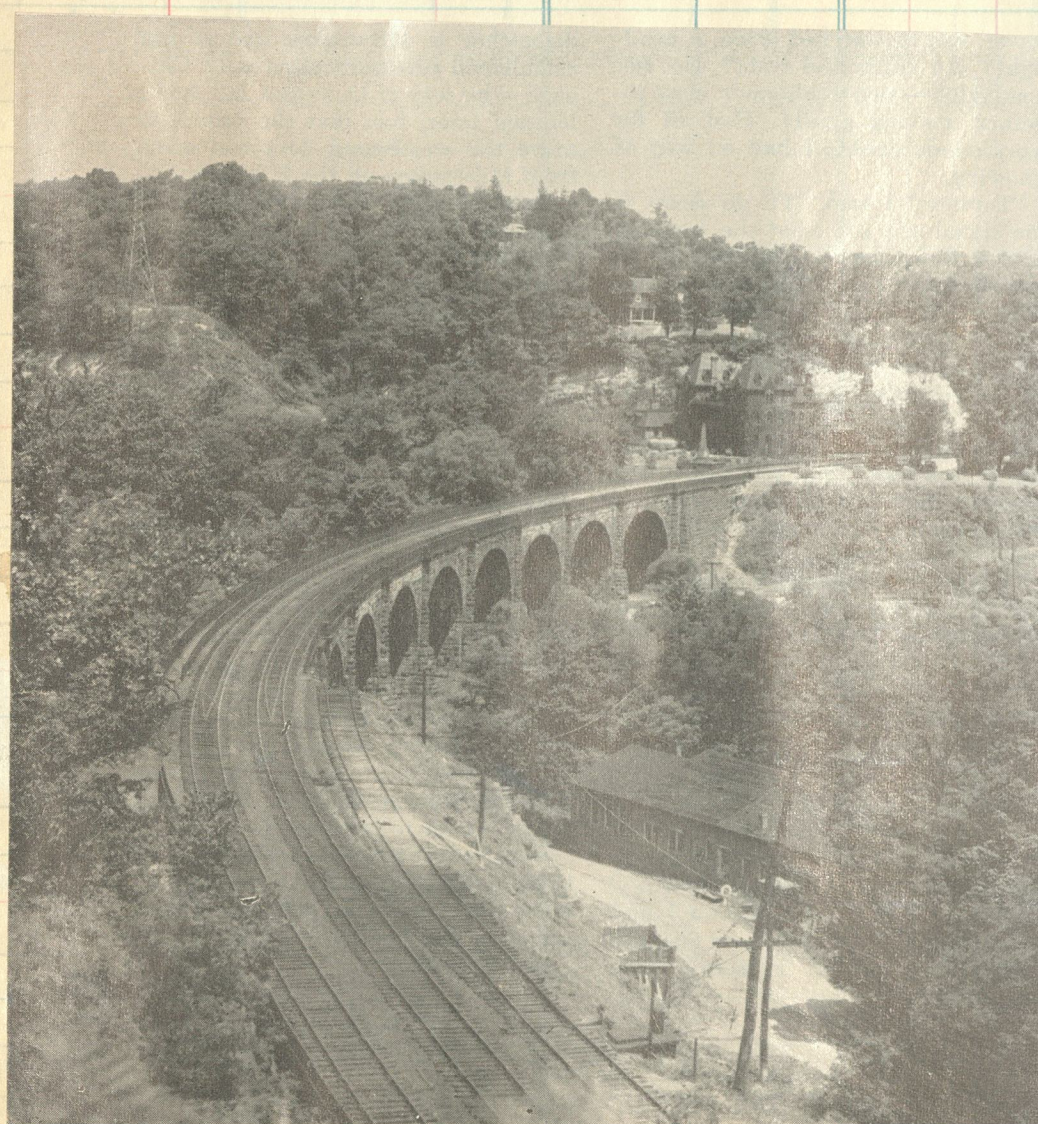
Historic Relay

198 miles from New York—916 miles to St. Louis

Relay, Md., en route to Washington, is the next station of importance, so called because it was the first station where horses were changed—the original motive power on the Baltimore & Ohio—on the way to Ellicott Mills, the terminus of the Baltimore & Ohio in its infancy, in 1829, when it was the first railroad in America. We cross an immense stone arch bridge over the Patapsco River known as the Thomas Viaduct, one of the oldest bridges of its kind in the world, built in 1835, and as useful as ever.



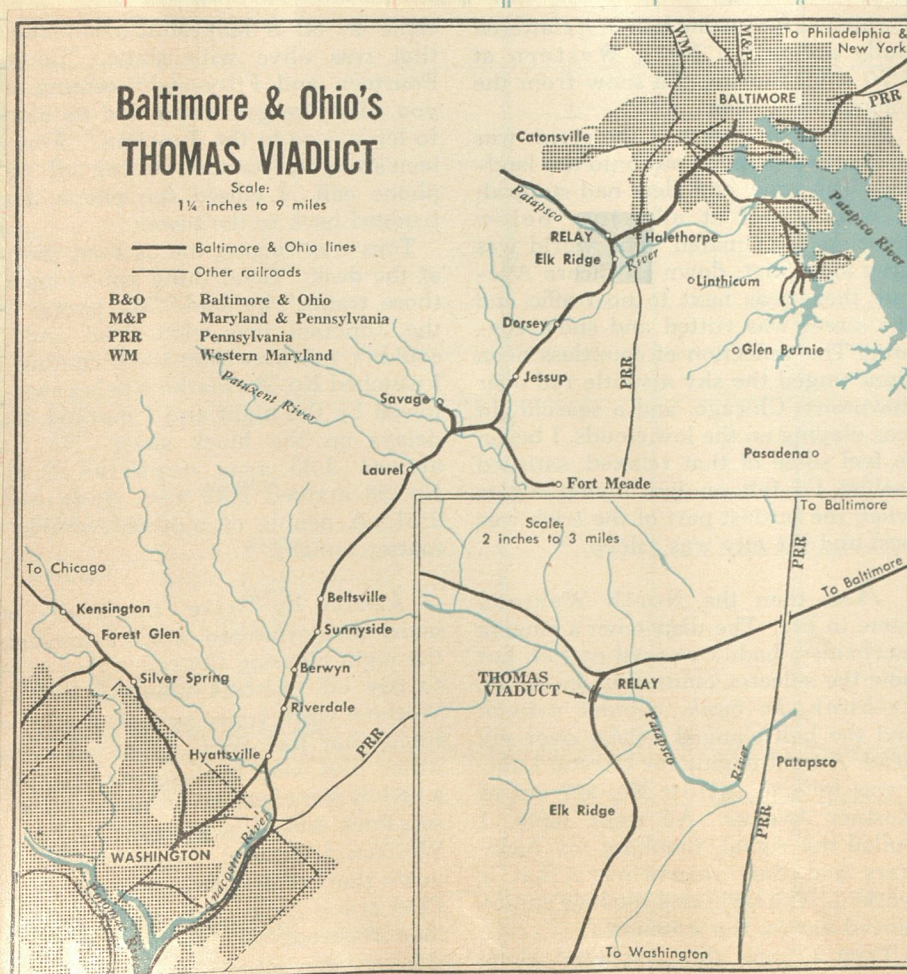
B. & O. Railroad between Baltimore and Relay, Md.

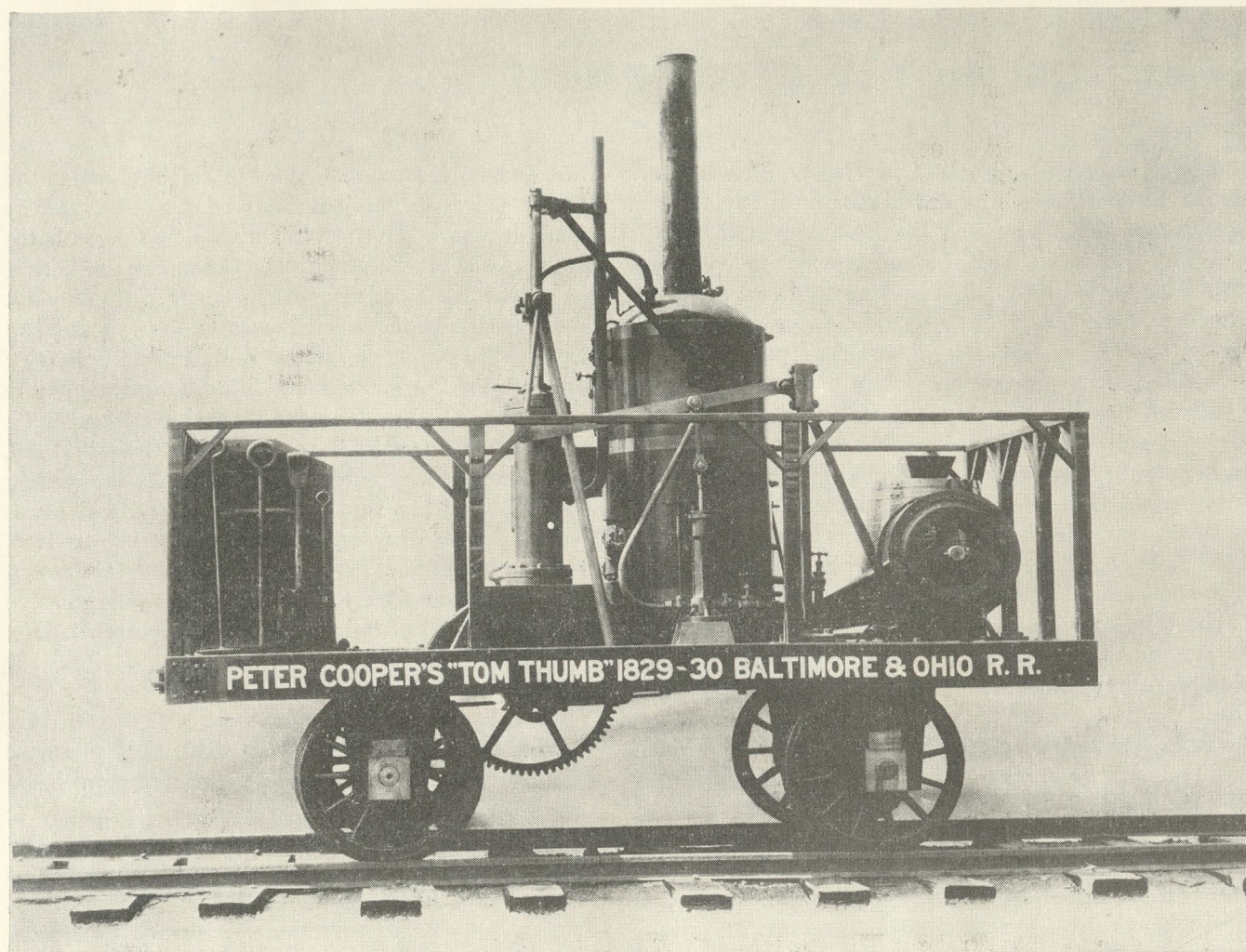


THOMAS VIADUCT

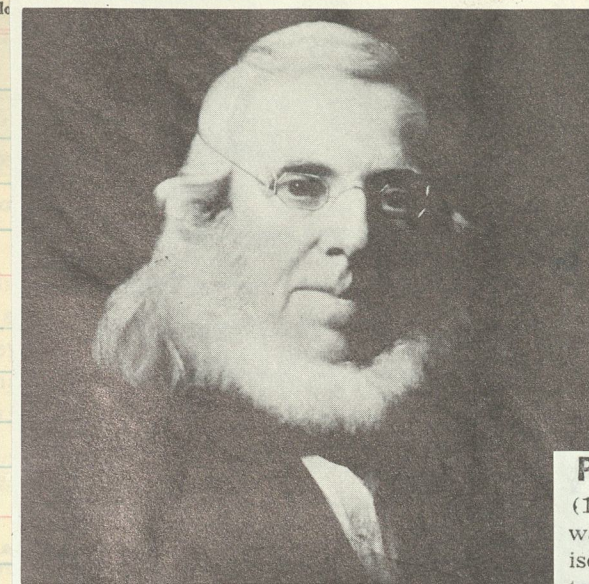
Completed July 1835
Crosses the Patapsco River between Relay and Elk River Landing. Designed by Benjamin H. Latrobe, built by John Mc Cortney and Jonathan Knight.

A north side scene from abandoned Relay station. On the right line to Washington, freight on the left is heading up the 'Old Main Line'.

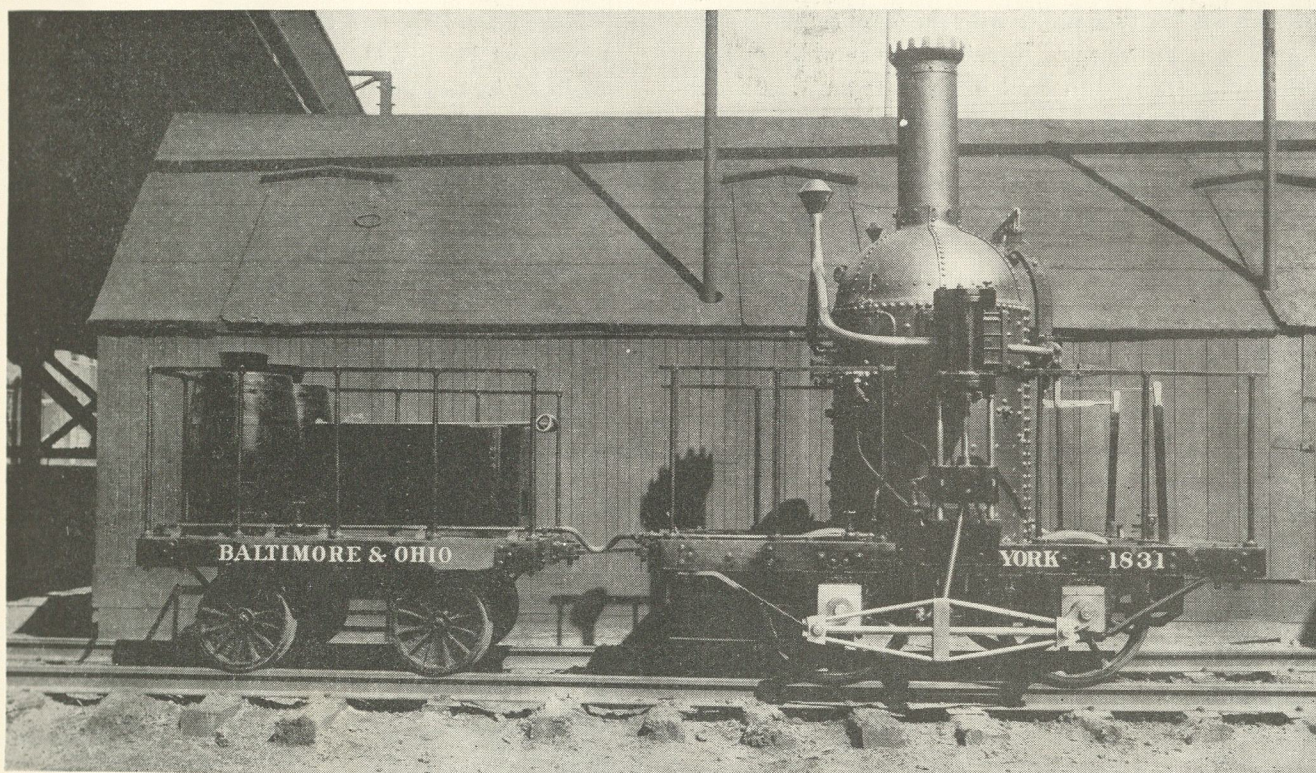




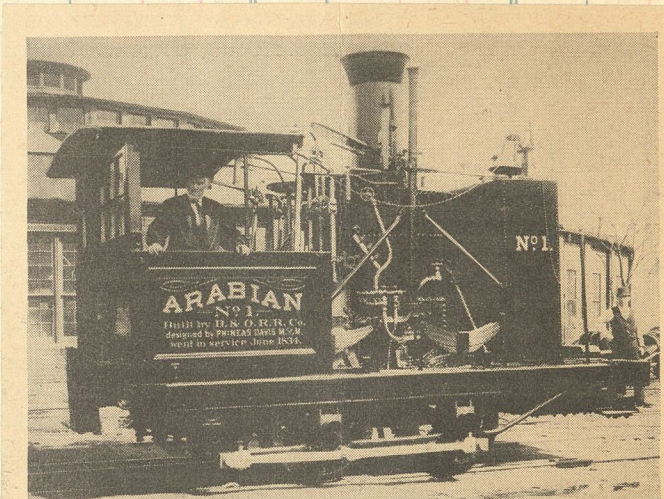
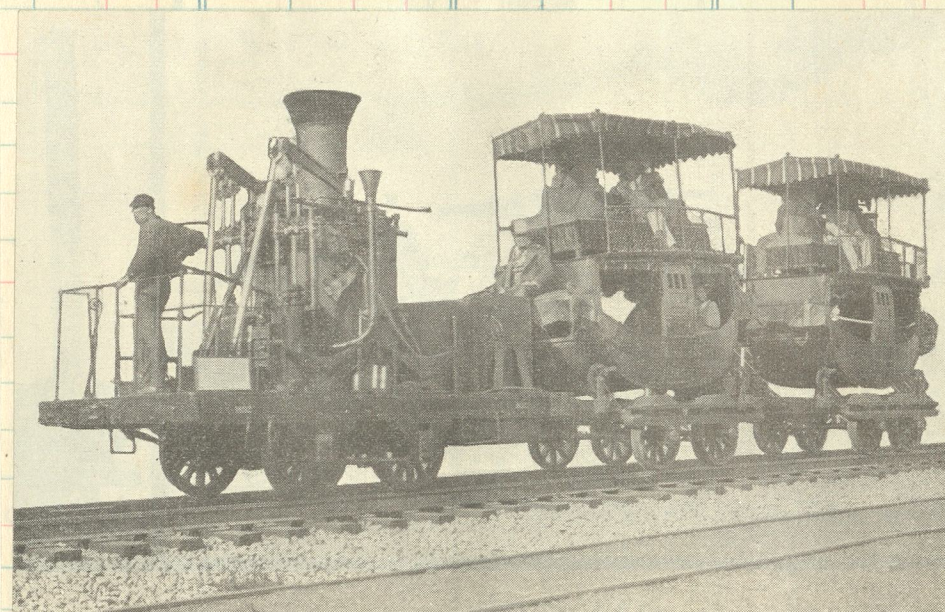
The "Tom Thumb," first locomotive built in America.



Peter Cooper
(1791-1883) Manufactured cabinet ware and then established a glue and isenglass factory on Long Island. Established iron works in Baltimore, wire factory in New York, and large blast-furnaces in Pennsylvania. He was instrumental in the laying of the Atlantic Cable. In 1857-1859, founded and endowed the Cooper Union, in New York City. Best known in railroad circles as the builder of the TOM THUMB locomotive in 1829.

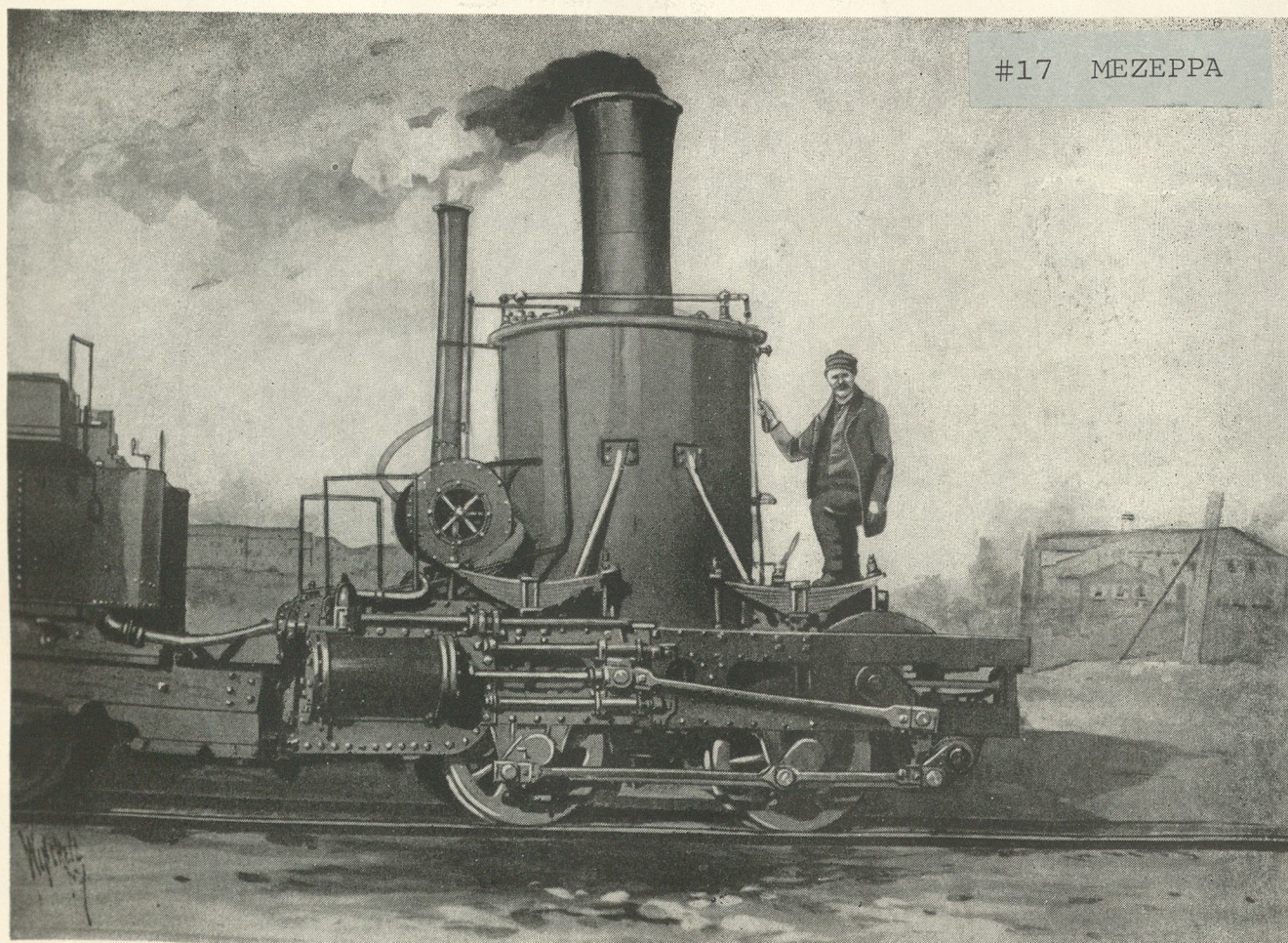


The "York," first locomotive to go into regular service on the B & O.

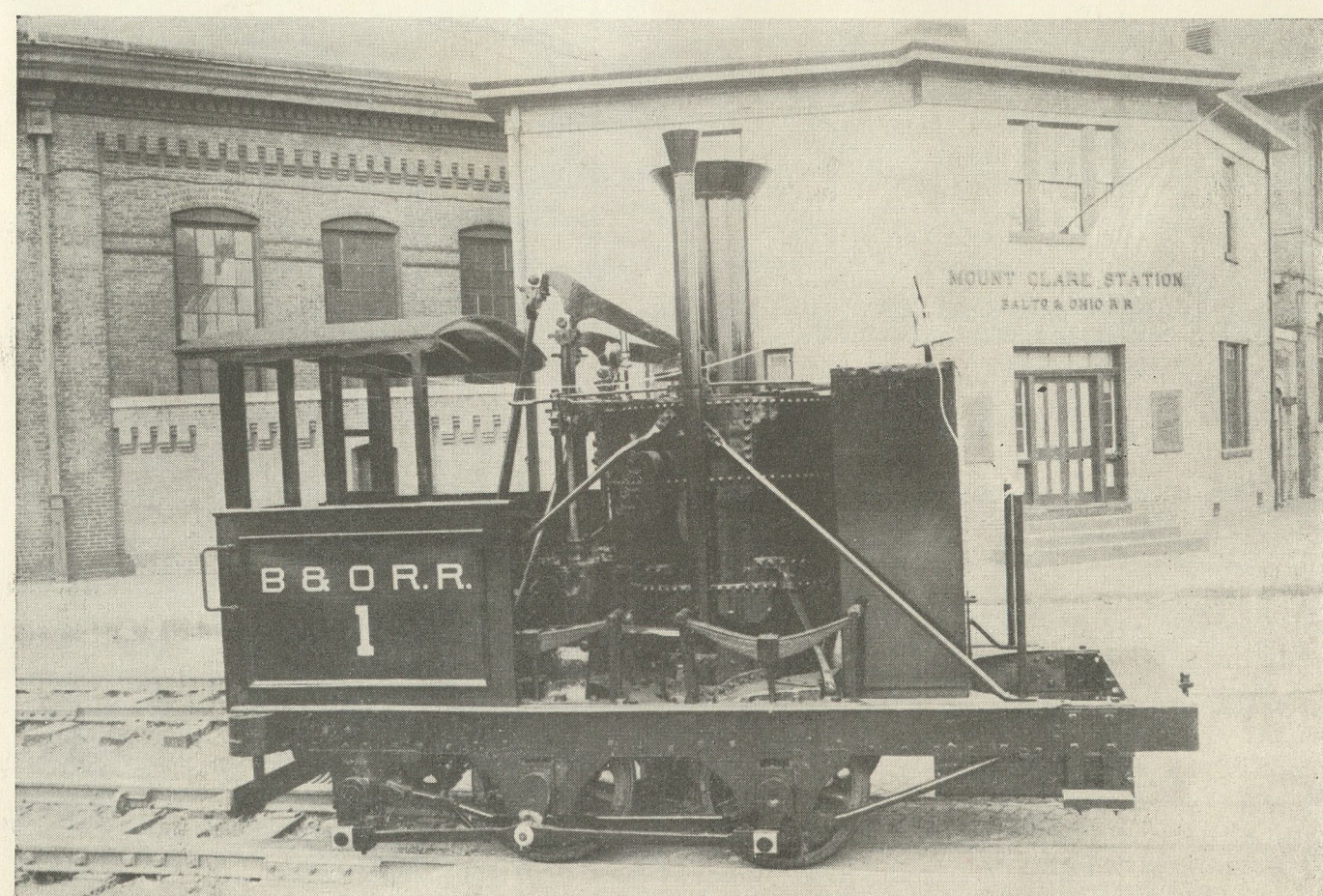


"THE ARABIAN," EARLY "GRASSHOPPER TYPE" ENGINE OF B. & O.

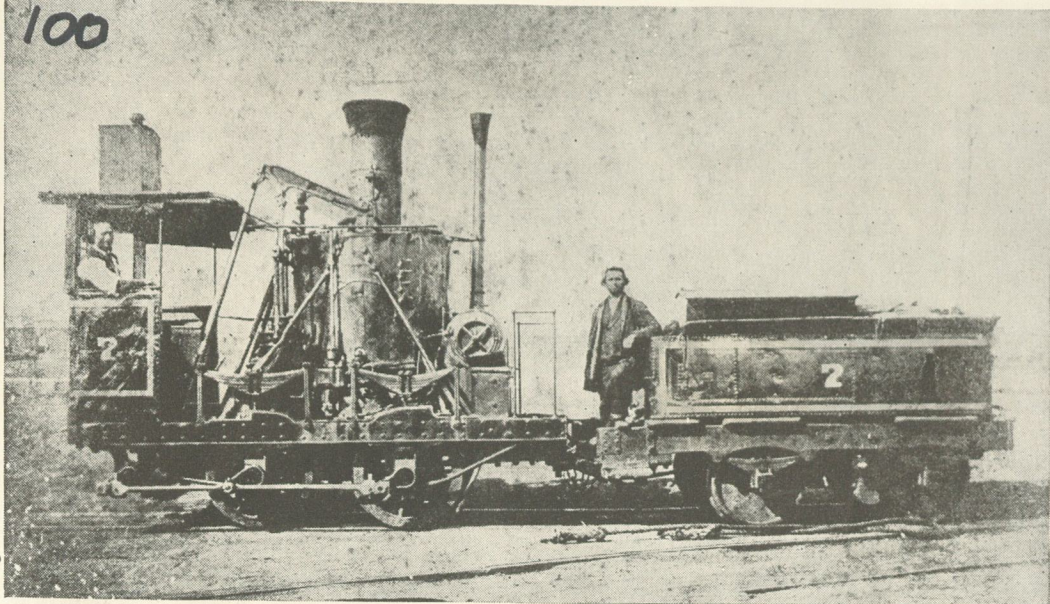
This locomotive was believed the first in service between Baltimore, Md., and Washington, D. C., in 1835. William Galloway is shown in the cab. He is the grandfather of a recently deceased Operating Vice-President of the B. & O.



"Crab" locomotive of 1838, built by Gillingham & Winans.



Old grasshopper, No. 1, originally the "John Quincy Adams," restored to appear as it was when used as switcher at Mount Clare up to 1892.



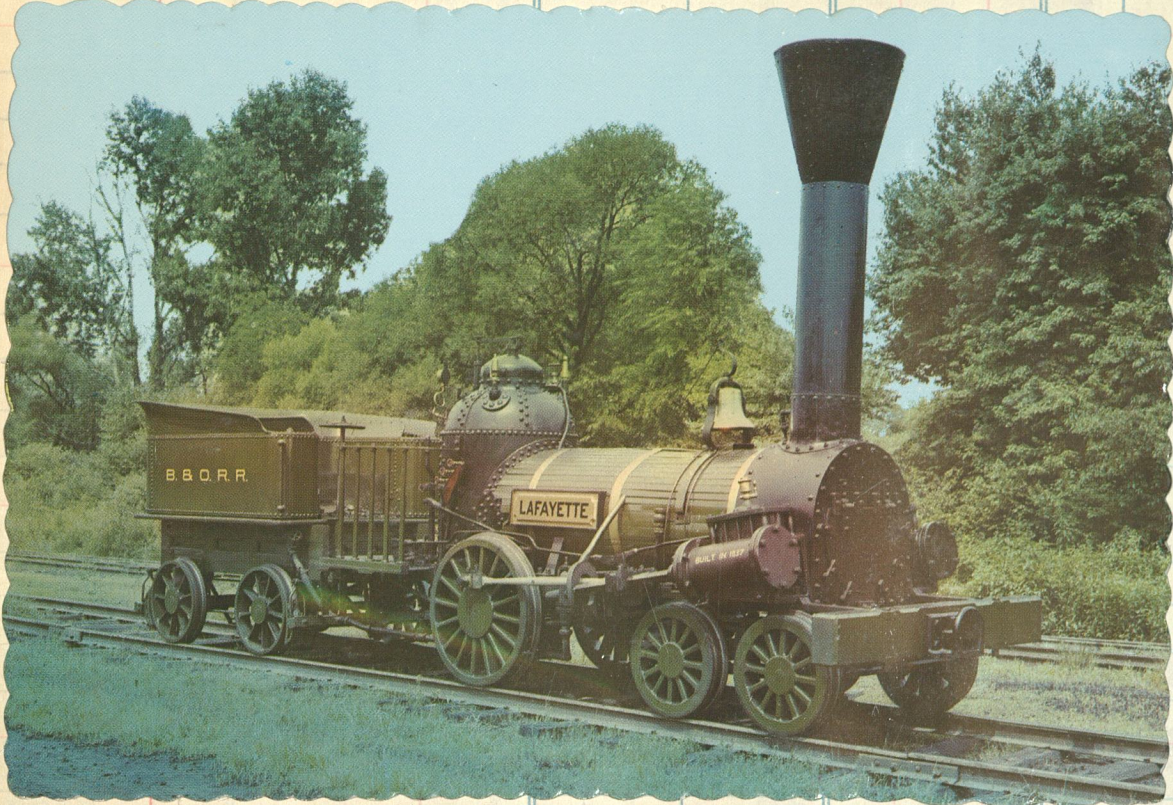
The "Andrew Jackson" as she looked between 1850 and 1884. This locomotive was rebuilt as the "Atlantic" in 1892.

Central

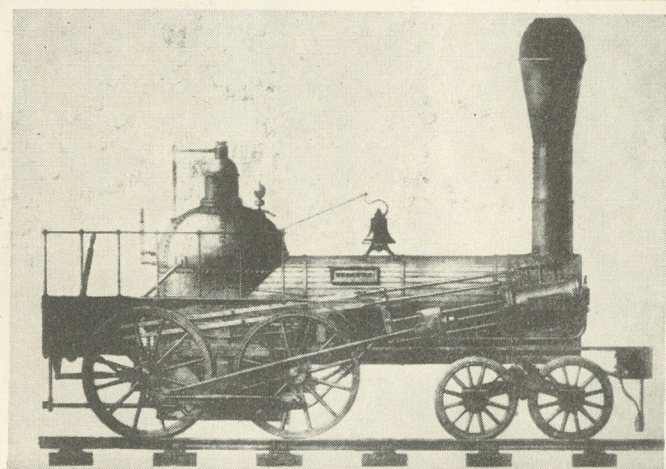
rs. No. Sold A

ES AT

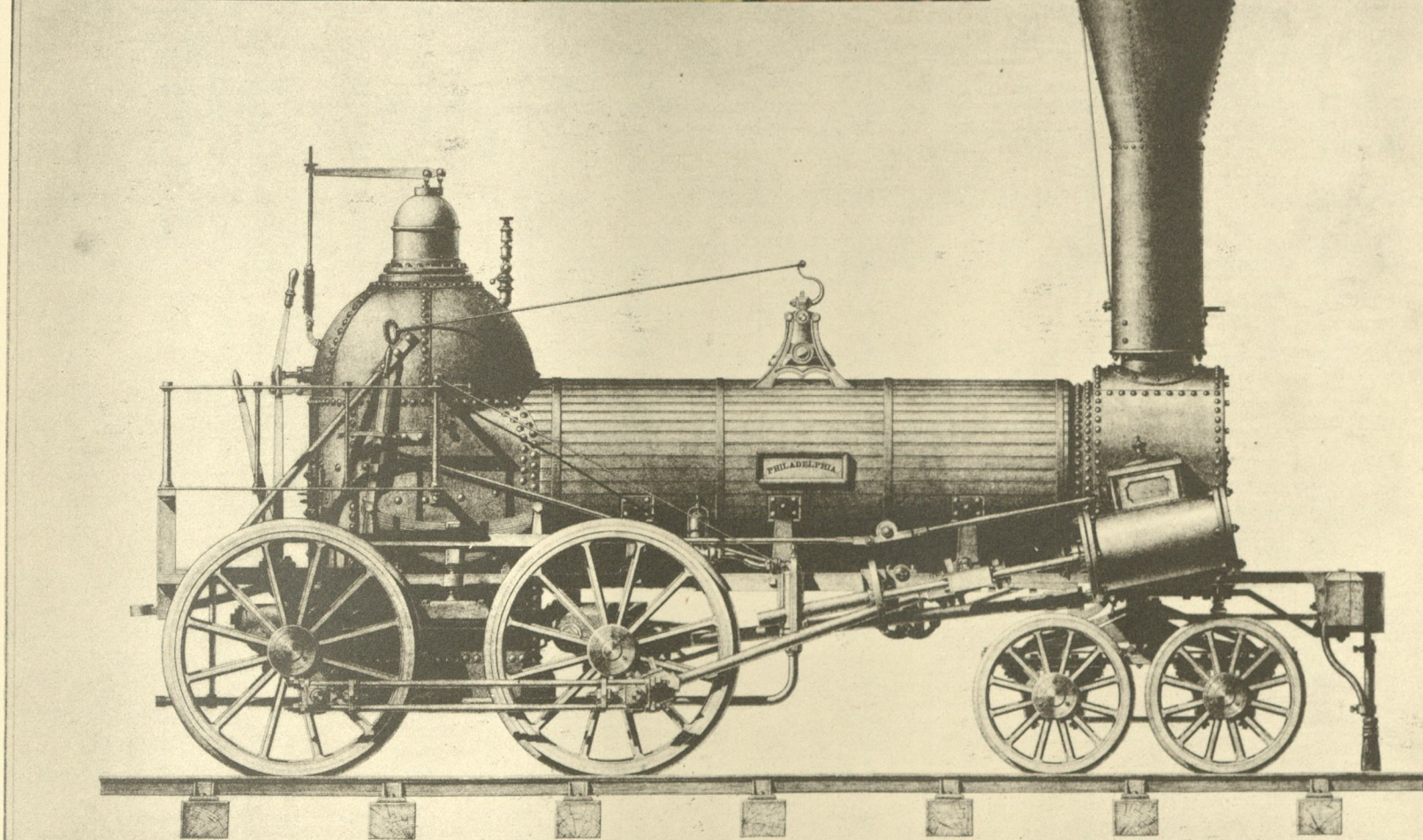
Amount Clos. No. Sold Amount Clos. No. Sold Amount



"LAFAYETTE" built by Norris 1837. First engine on B&O with horizontal boiler.

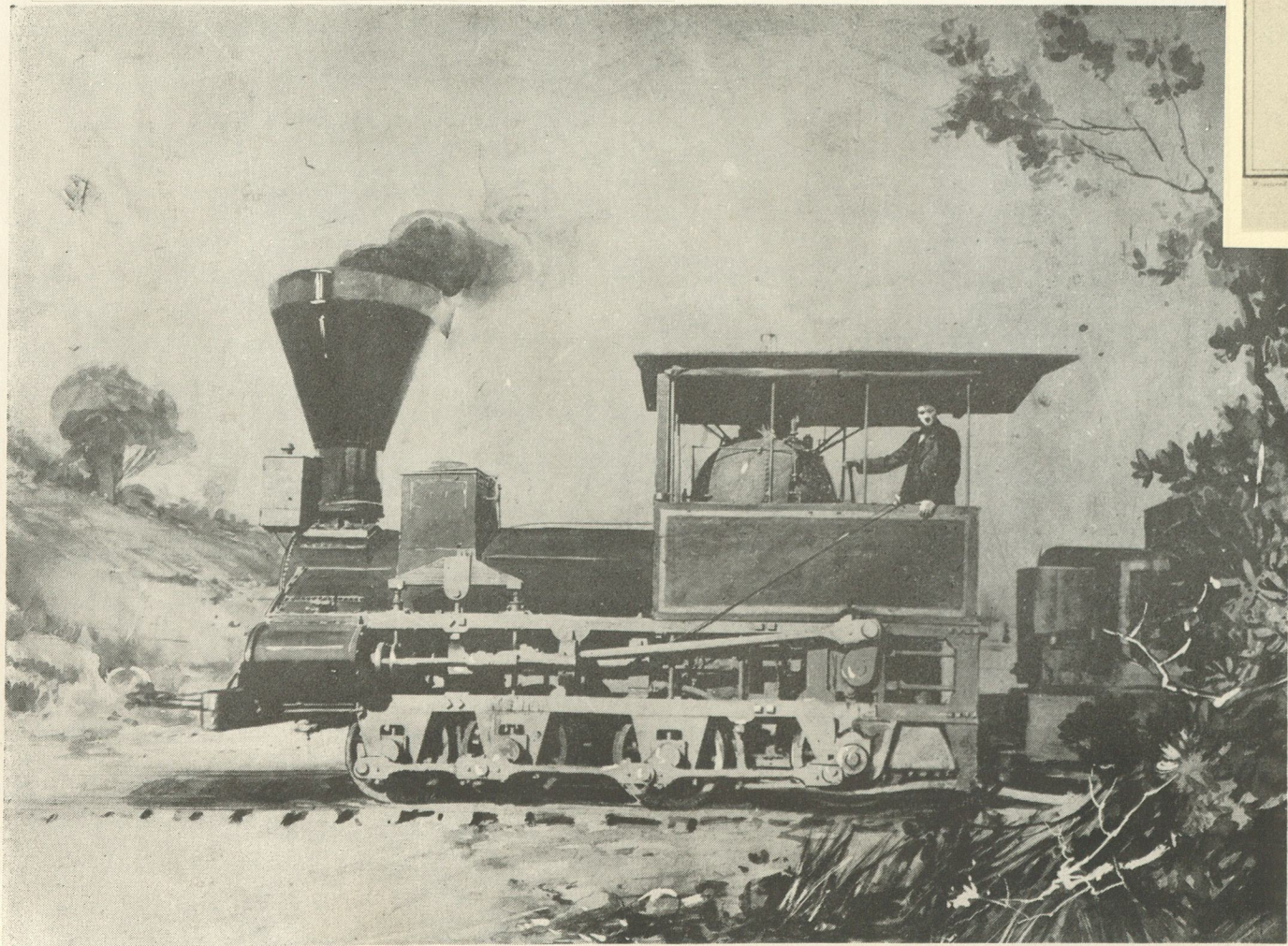


Early 4-4-0, the "Mercury," No. 29, built for the B & O in 1842 by Eastwick & Harrison.

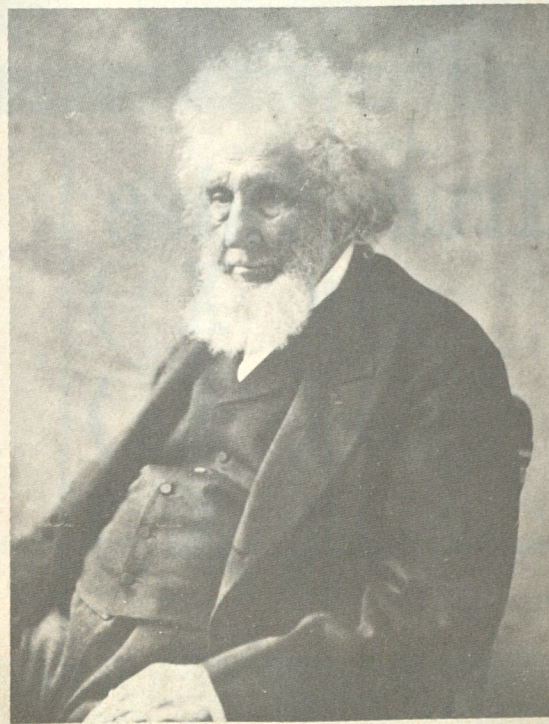


"STAG" Norris 1843

WILLIAM NORRIS & CO'S IMPROVED EIGHT WHEEL LOCOMOTIVE.



Here, at last, was a real freight locomotive. "Muddigger," 0-8-0, built by Ross Winans in 1844.

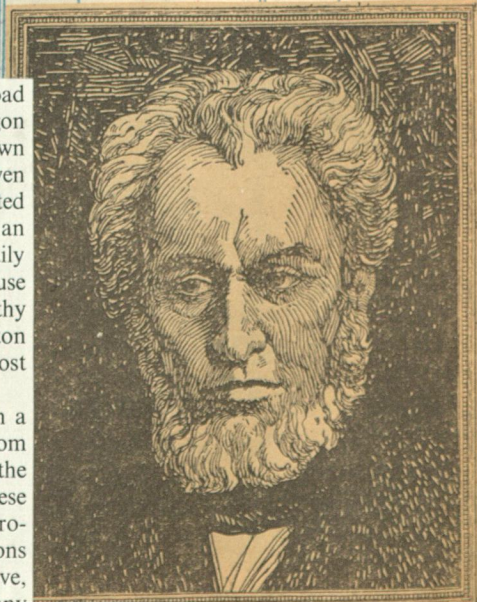


Maryland Historical Society.

Ross Winans

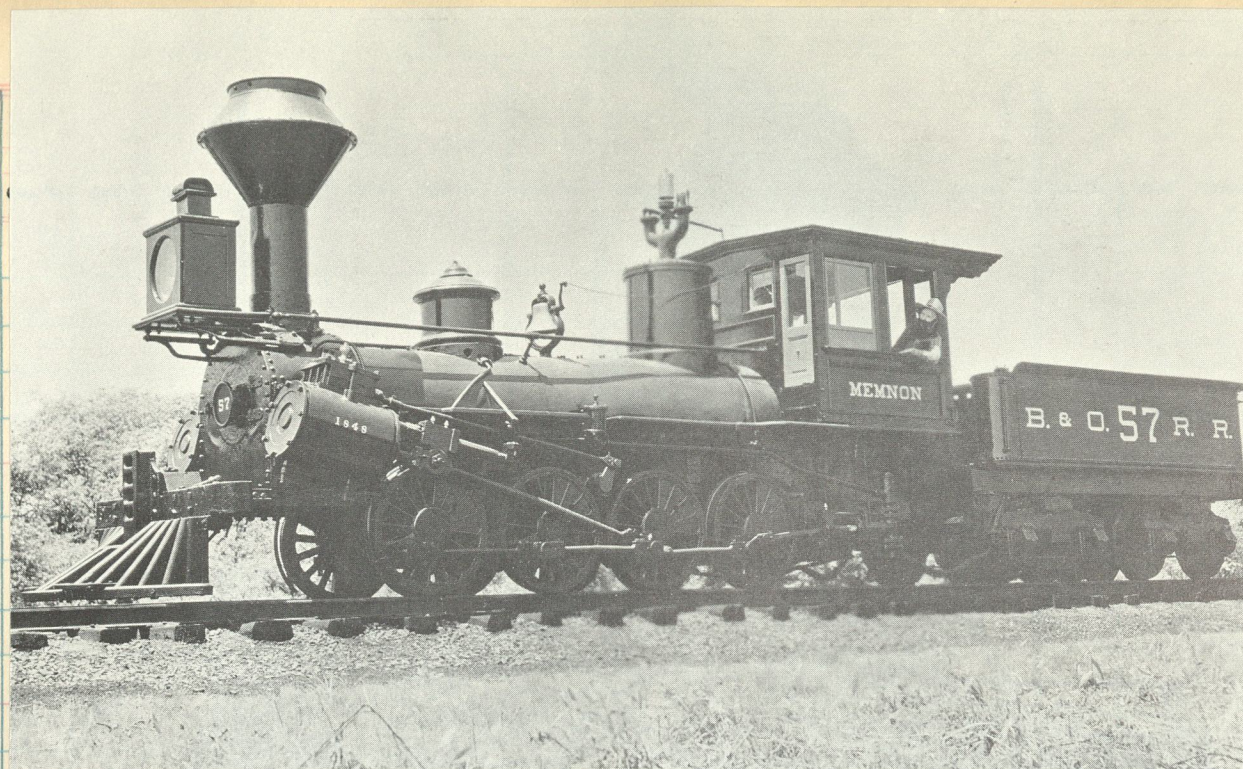
Ross Winans himself (1796-1877) was a railroad pioneer. Originally a farmer and horse dealer, his wagon wheel-and-axle sets with outside bearings were known on the Liverpool & Manchester Railway in England even before the official opening in 1830. He was associated with the B. & O. almost from its beginning, first as an employee, and then as a contractor supplying the daily needs of the B. & O. for motive power but having the use of the railroad's shops, on the same principle as Timothy Hackworth and others on the Stockton & Darlington Railway in England; both at that time were almost entirely mineral-carrying ways.

About 1836 Winans joined George Gillingham in a small Baltimore manufactory, and after parting from Gillingham he put up his own shops adjacent to the B. & O. plant at Mount Clare in the early 1840s. These continued in operation for 20 years. Winans was a prolific inventor, and alone or in conjunction with his sons took out many patents; most of these were restrictive, being used by himself but having no licensees. Many were not adopted at all. He had an undoubted genius for upsetting people with whom he should have been friendly; and twice during the Civil War he was arrested arbitrarily on grounds of treason, but was released each time without trial.

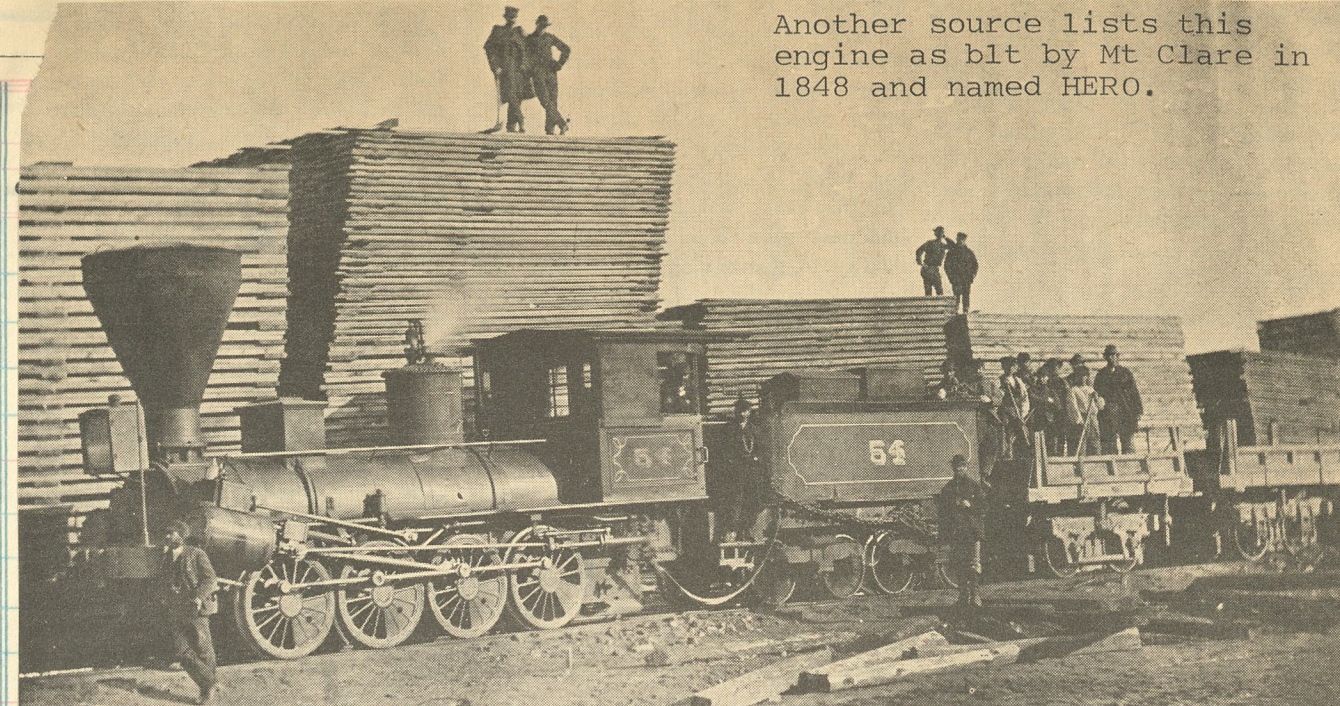


From a Portrait in Harper's Weekly
ROSS WINANS

Clos. No.	Sold	Amount



THE MEMNON—1848. It was nicknamed the "Old War Horse" because of its Civil War service in hauling supplies and soldiers.



Another source lists this engine as blt by Mt Clare in 1848 and named HERO.

101

Sold	Amount

ENGINE 54, NAMED THE LION, OF THE BALTIMORE & OHIO RAILROAD

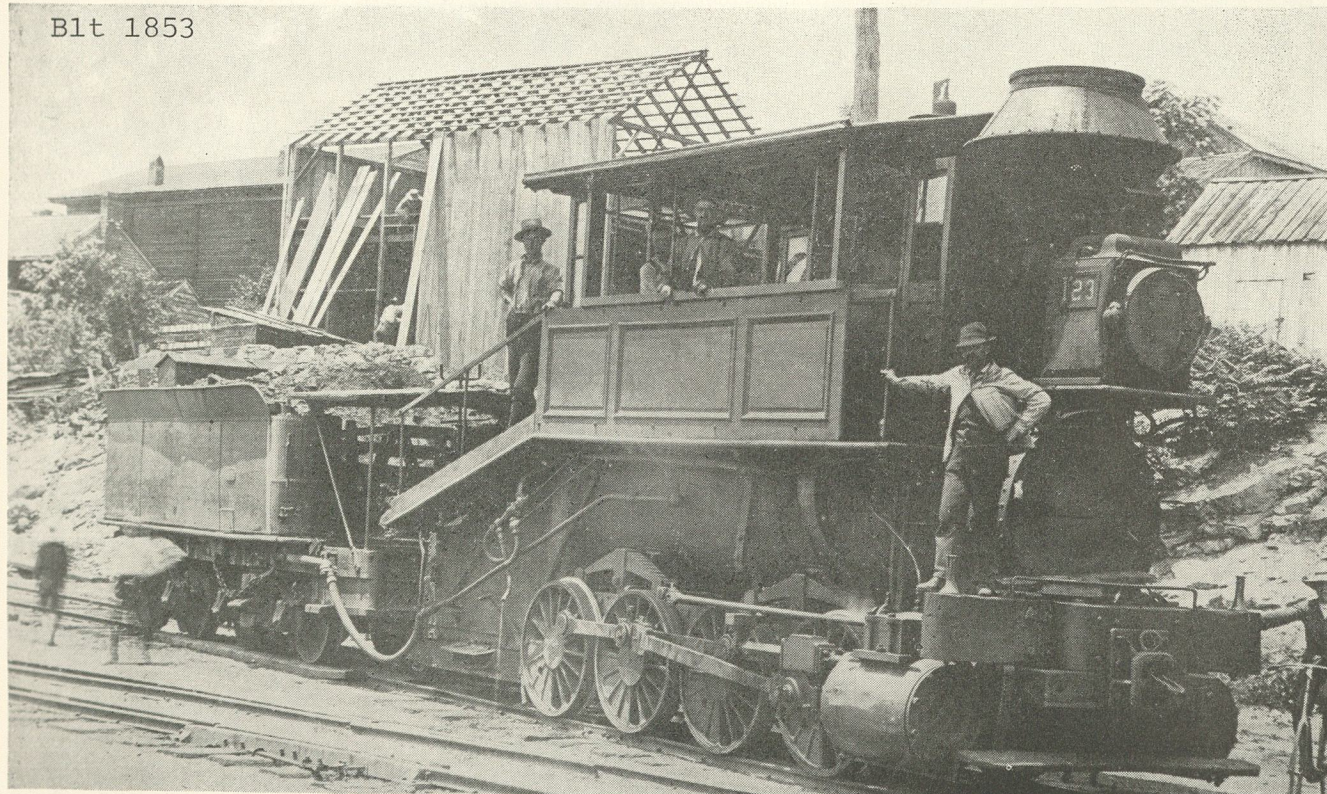
Built by the Baldwin Works about 1848, this locomotive, handled by Engineer Bob Lyons, was photographed in the railroad lumber yard, Mt. Clare, Baltimore, in 1867. It pulled about the same tonnage as the Winans Camels of the company built engines. It had no pilot, but when running on main line had a hickory broom braced ahead of front wheel. Cylinders, 17 by 22 inches; drivers, 43 inches; weight, 52,000 pounds.

one of thirteen built at Mt Clare in 1851



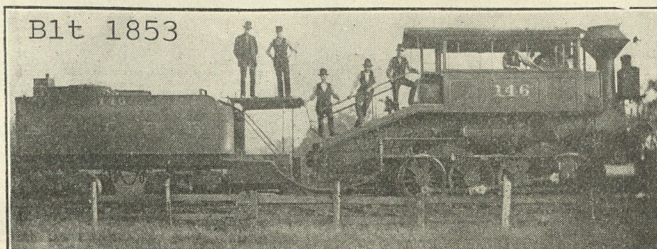
#131, a Winans 'Camel' blt in 1853. Shown in service at Cumberland, Md., in 1892

Blt 1853

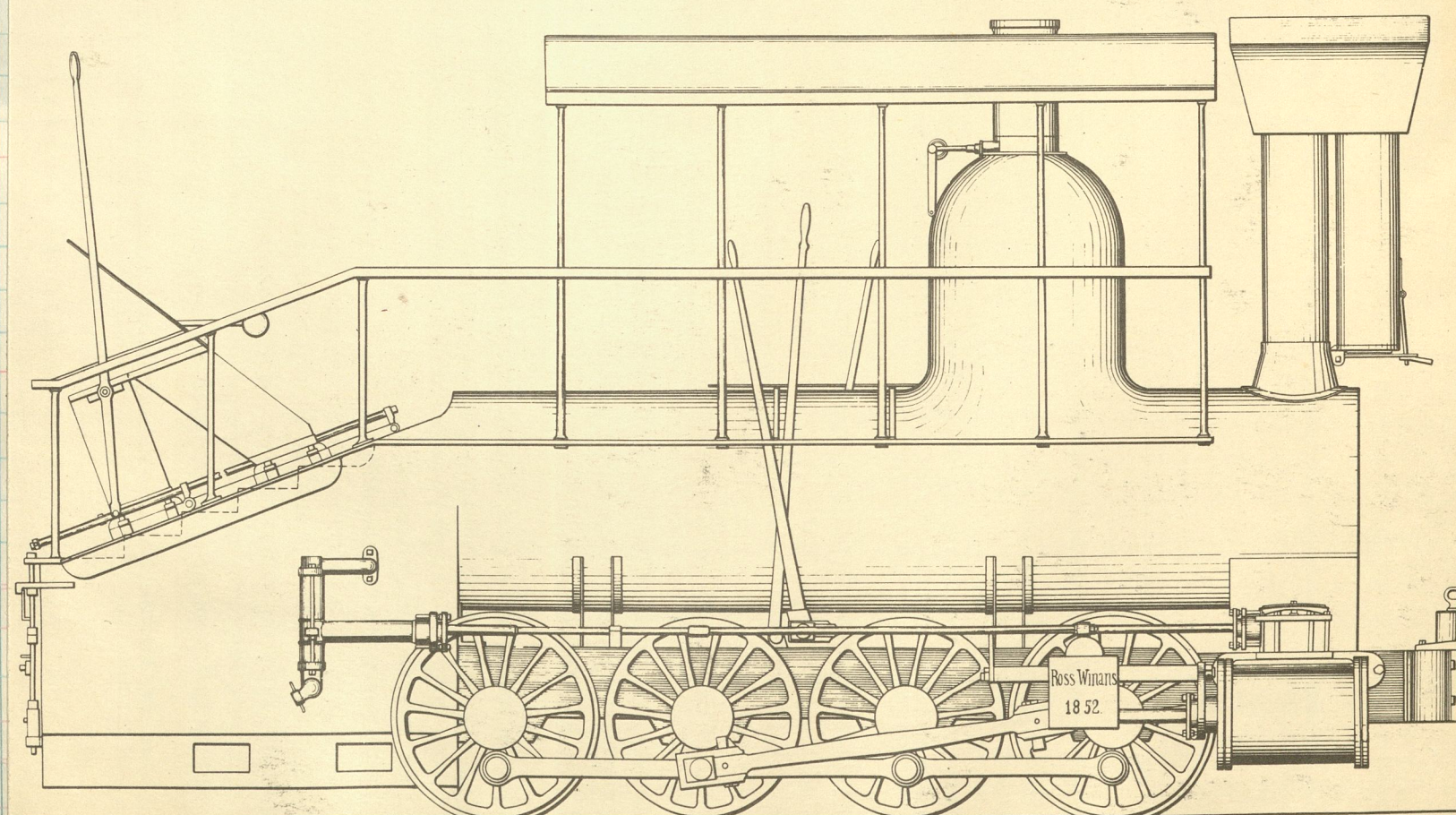


"Camel" locomotive, built by Ross Winans at Mount Clare in 1853.

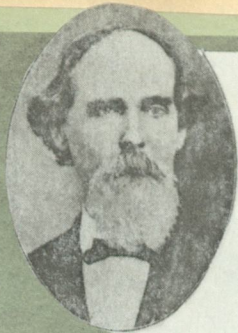
Blt 1853



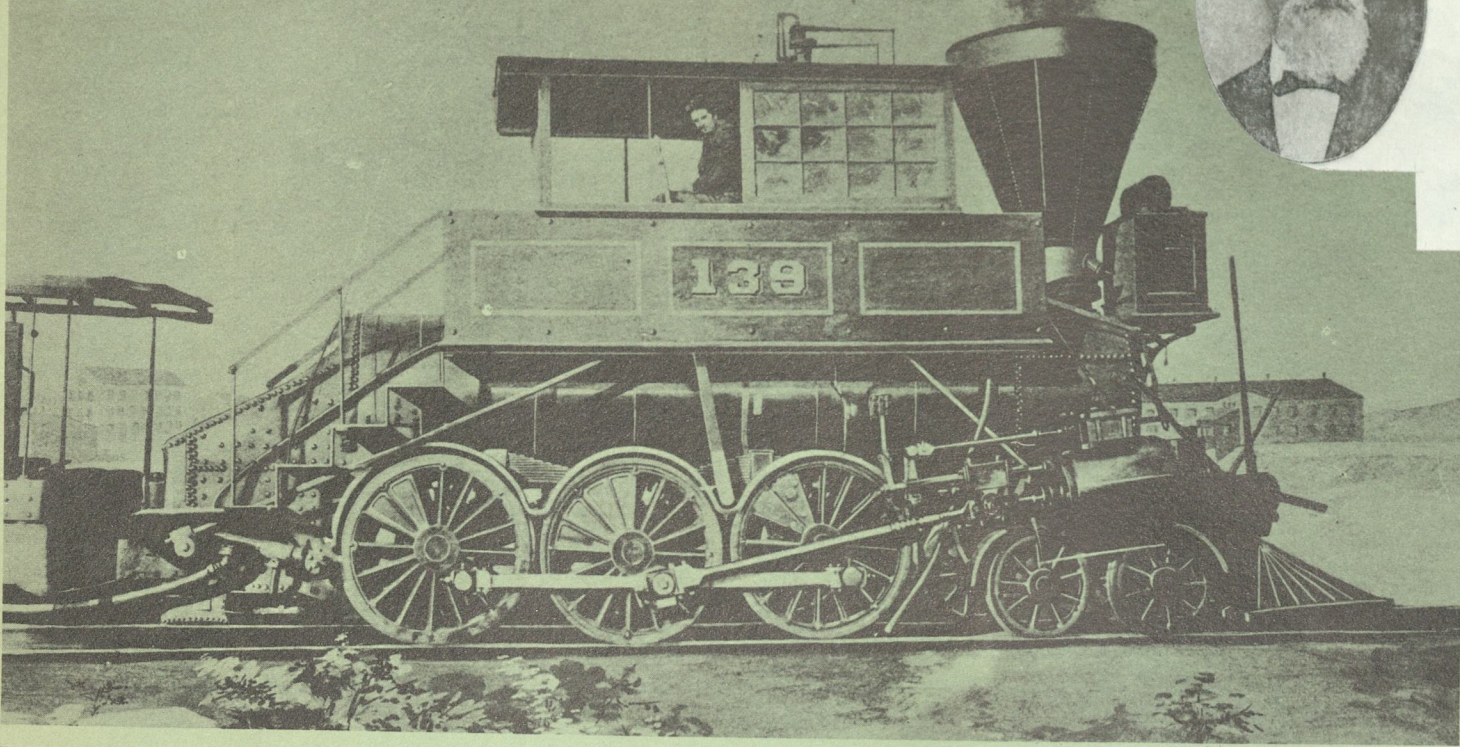
A Baltimore & Ohio "Camel-Back," Newark, Ohio, A. D. 1874



Some 300 of these rough and ponderous Winans 'Camels' were constructed between 1848 and 1860. 119 of them were on the B&O roster, others worked on the P&R, H&BTM, NC, DL&W, C&P. Many of these crude machines remained in service up to three decades.



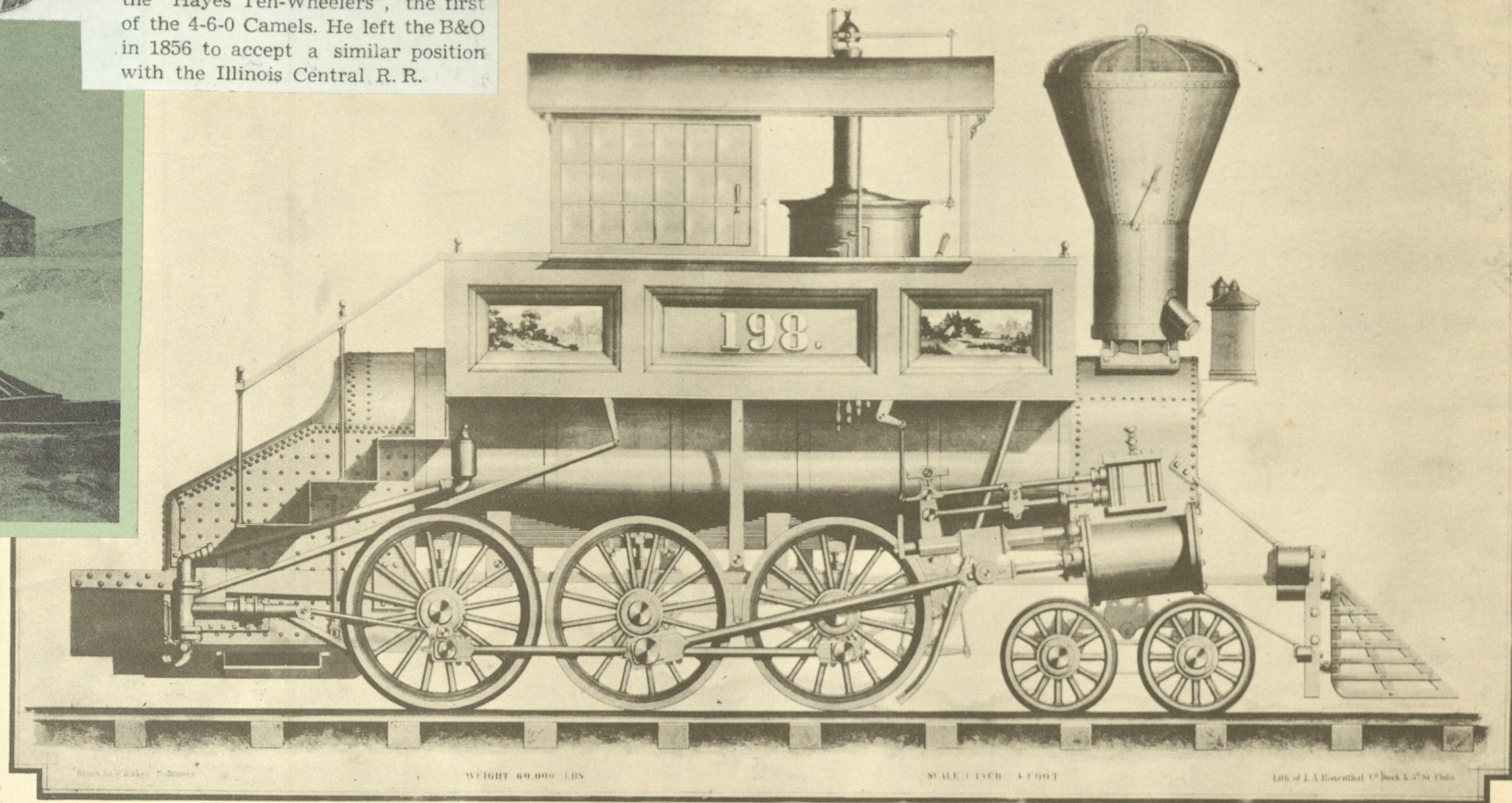
Samuel J. Hayes
 (1816-1882) He entered the Mt. Clare Shop of the B&O, as an apprentice at the age of seventeen. He ultimately became Master of Machinery in 1851. The able administration of Mr. Hayes was characterized by his design and construction, in 1851, of the "Hayes Ten-Wheelers", the first of the 4-6-0 Camels. He left the B&O in 1856 to accept a similar position with the Illinois Central R. R.



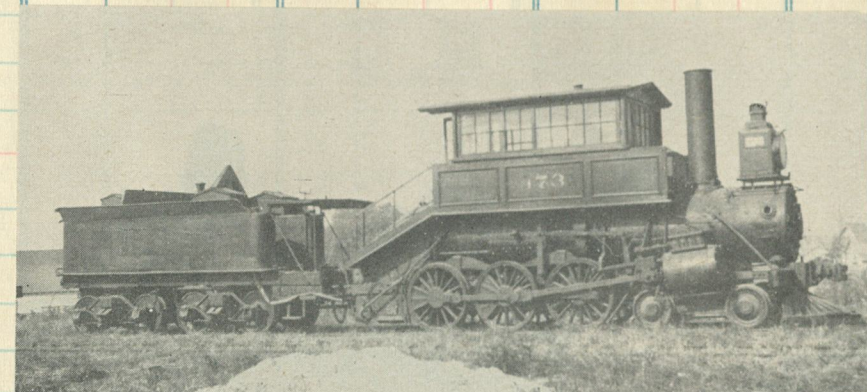
Hayes 'Camel' #139 b1t by New Castle 1853

Coal or Coke Burning Passenger Engine
 BY
 BALTIMORE & OHIO RAIL ROAD COMPANY
 designed by
 SAMUEL J. HAYES MASTER MACH

Denmeade & Sons 1853

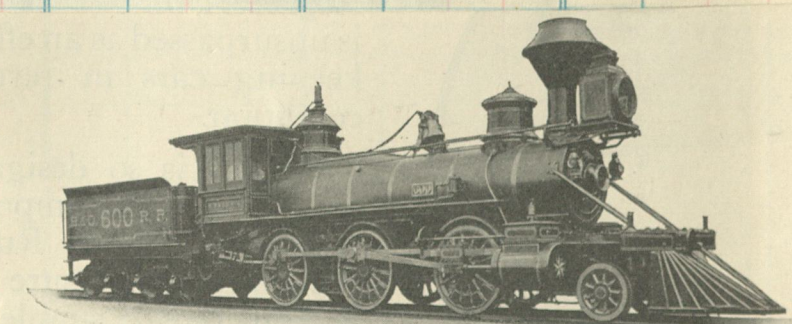
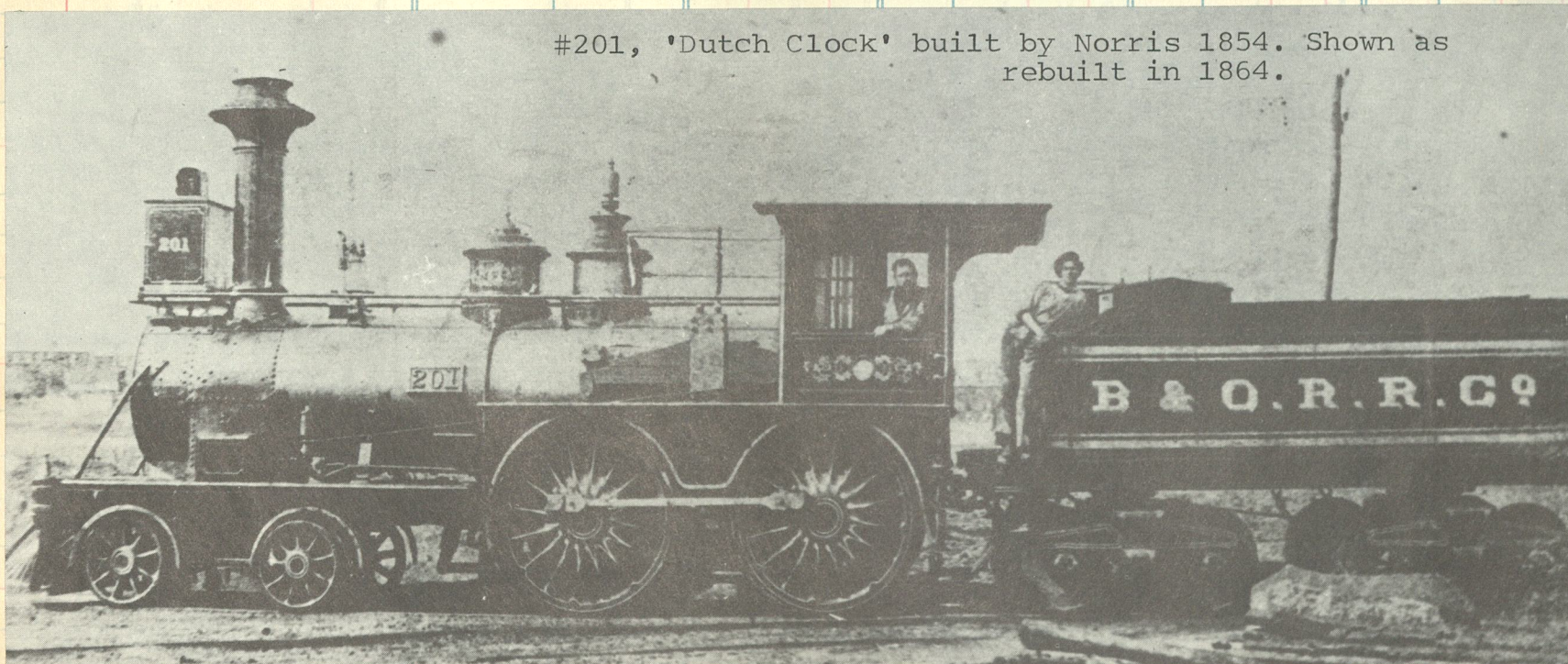


#160, a Davis 'Camel' Ten wheeler built at Mt Clare in 1870. Shown in yard service at Benwood, W.V. in 1894.

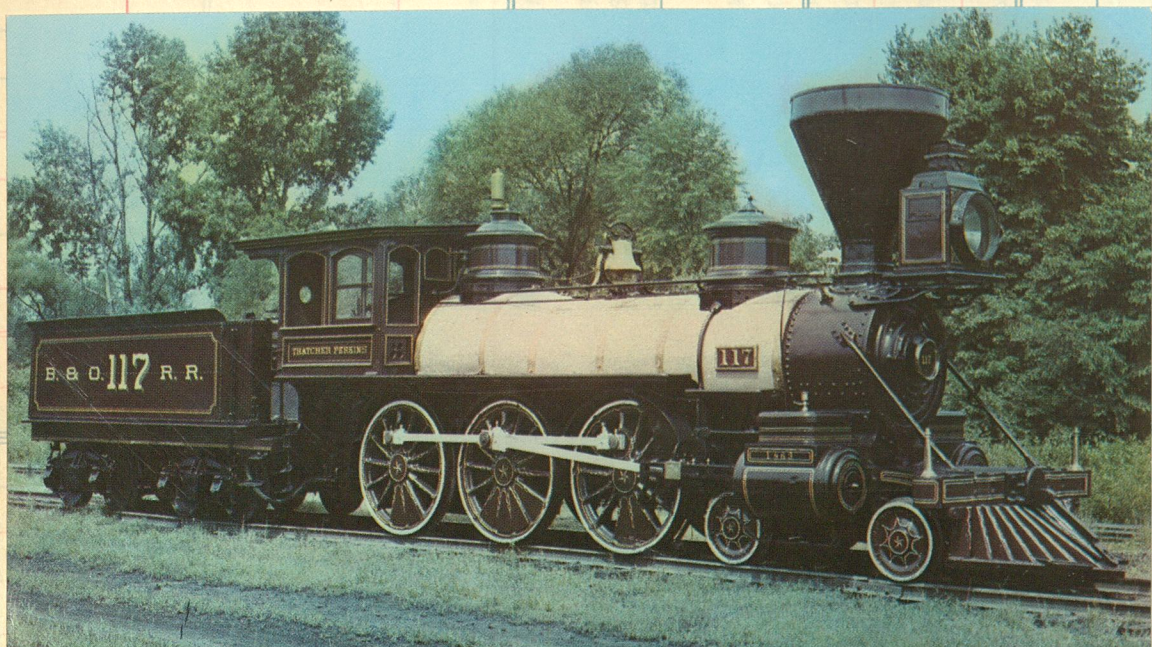


*at Benwood
 Tenn.*

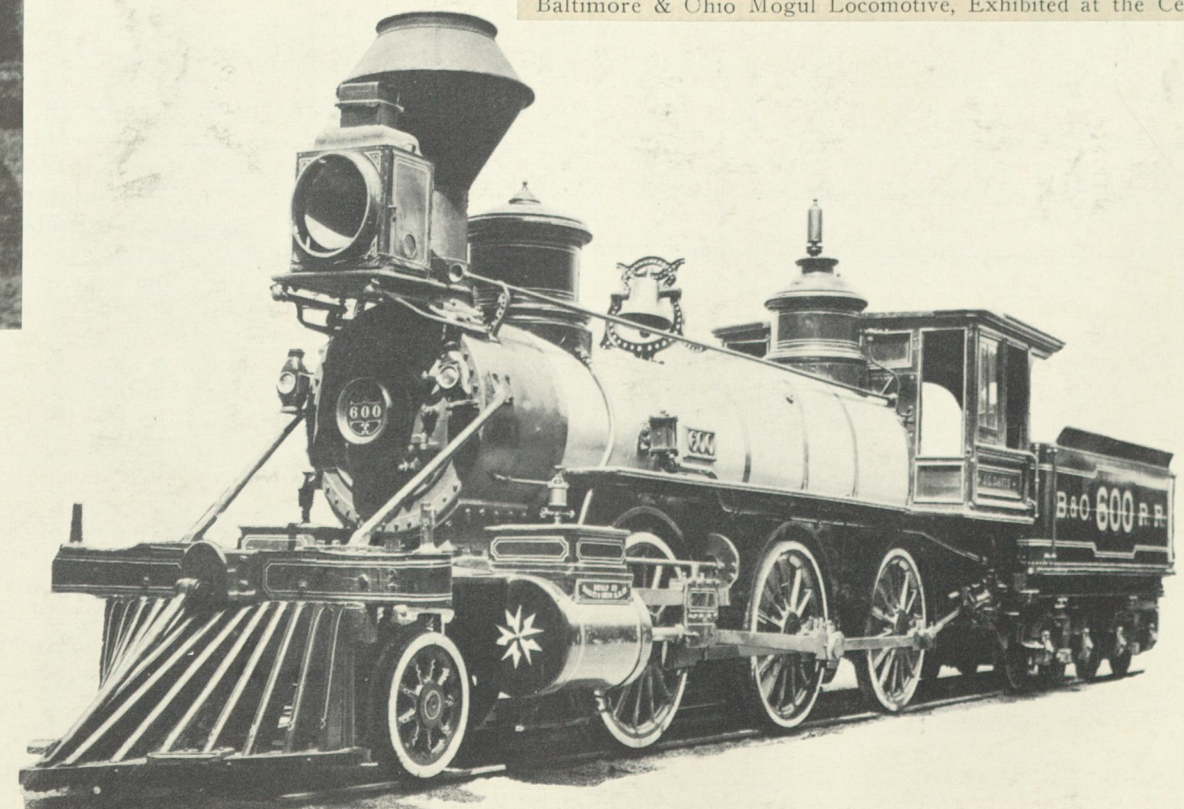
#201, 'Dutch Clock' built by Norris 1854. Shown as rebuilt in 1864.



Baltimore & Ohio Mogul Locomotive, Exhibited at the Centennial in 1876



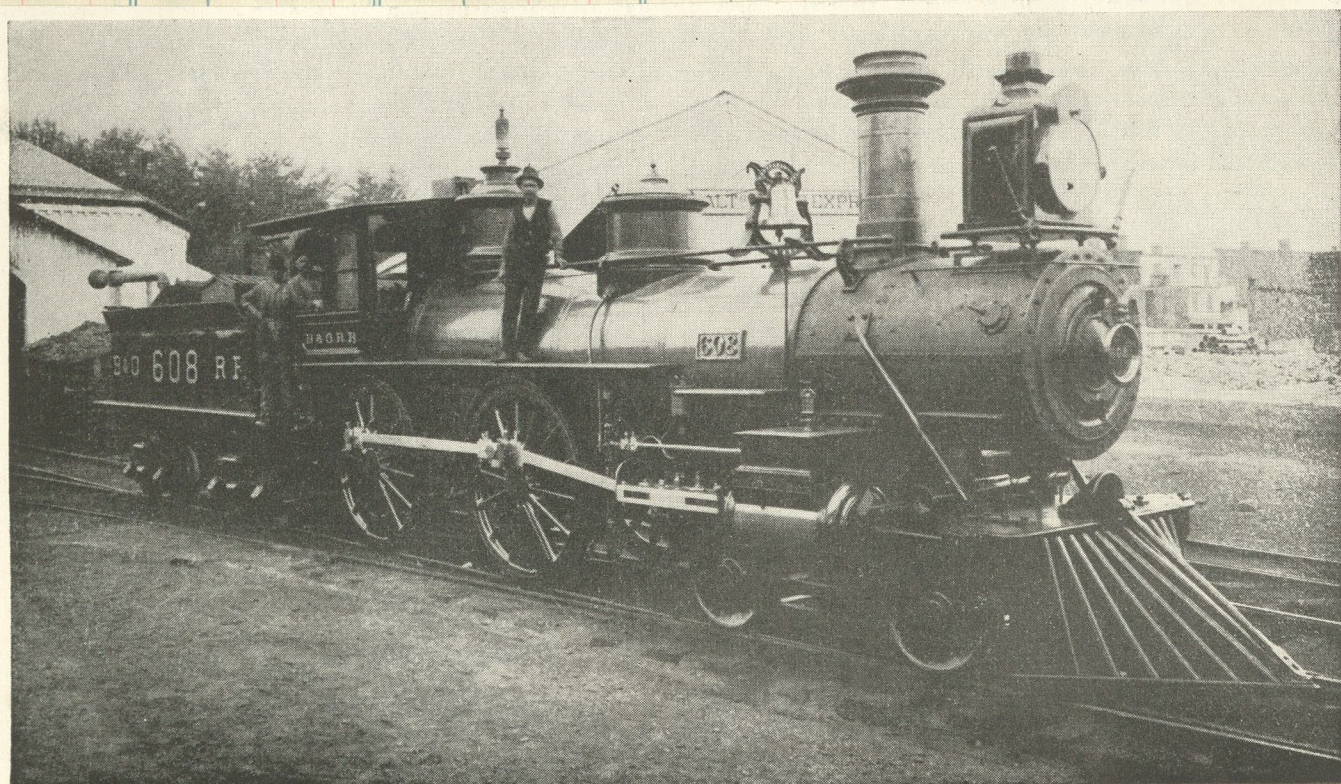
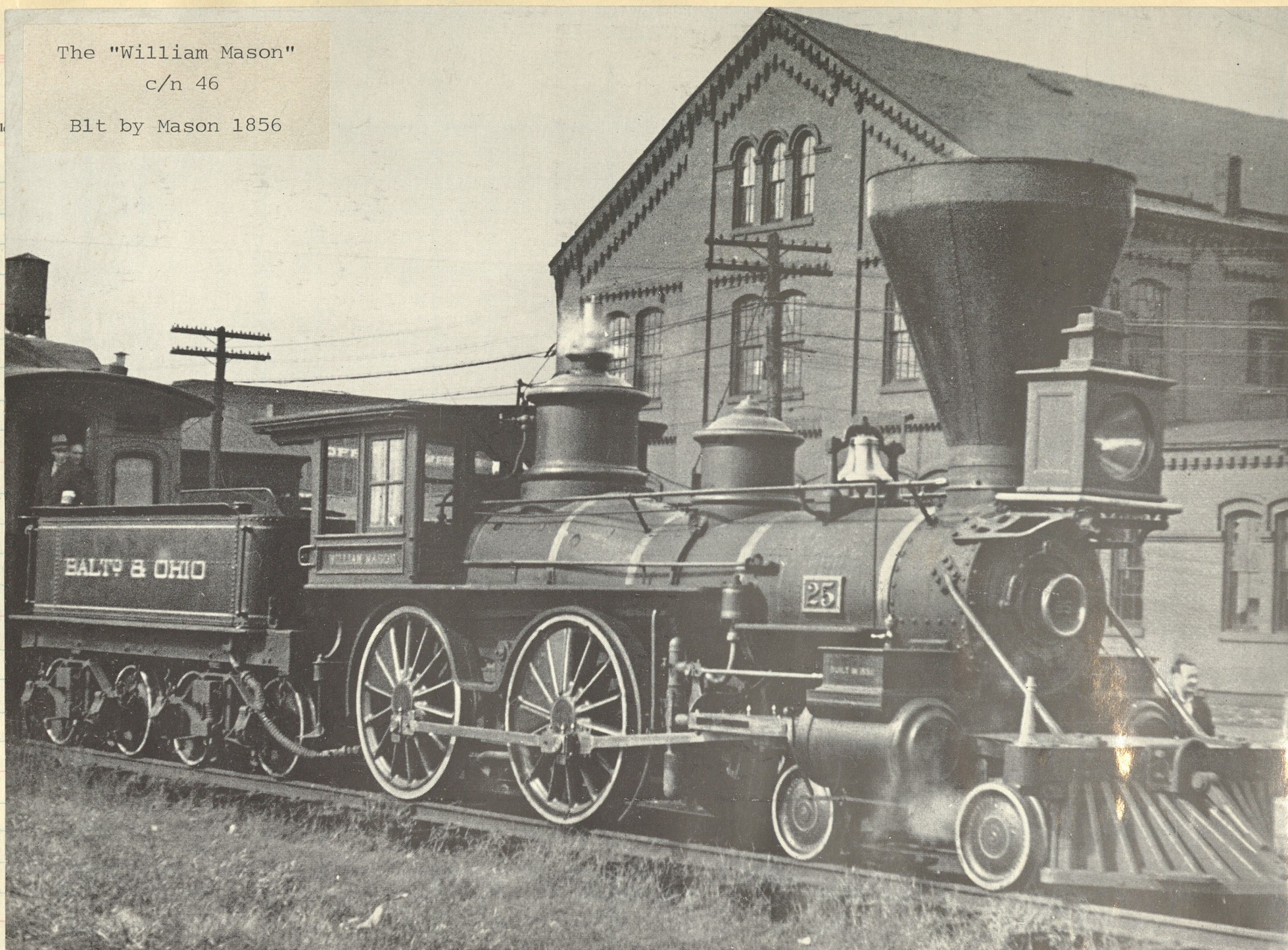
THATCHER PERKINS
 Mt Clare 1863



BALTIMORE & OHIO RR NO. 600, "THE J. C. DAVIS"
 was built at the Mt. Clare shops in 1875 for fast mail and express service between Grafton and Keyser, W. Va., but was not as successful in this service as the ten-wheeler. In 1876 the No. 600 was placed on exhibition at the Philadelphia Centennial and won honors as the largest and finest locomotive built up to that date. It last operated under its own power in 1926, and is now preserved at the B&O museum at Baltimore. This view was taken at the New York World Fair, May 27, 1939, by Ted Gay.

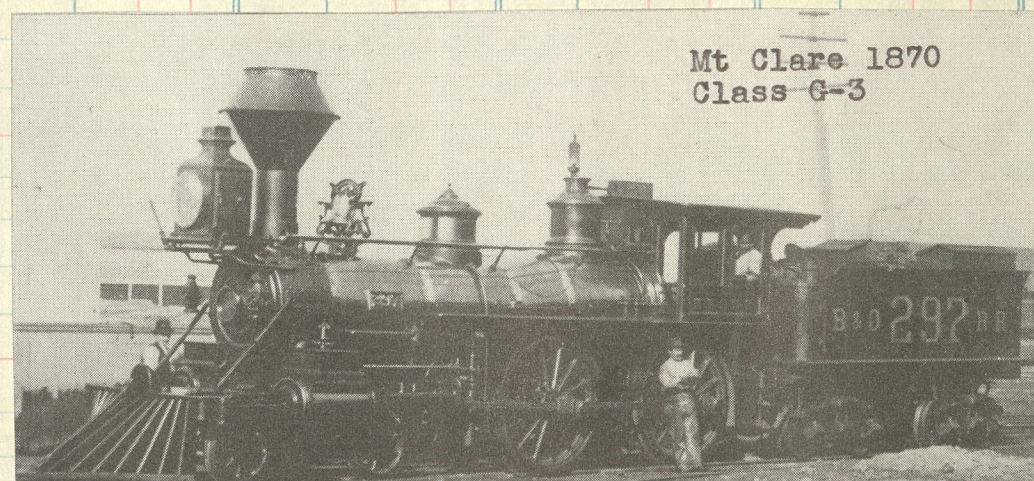
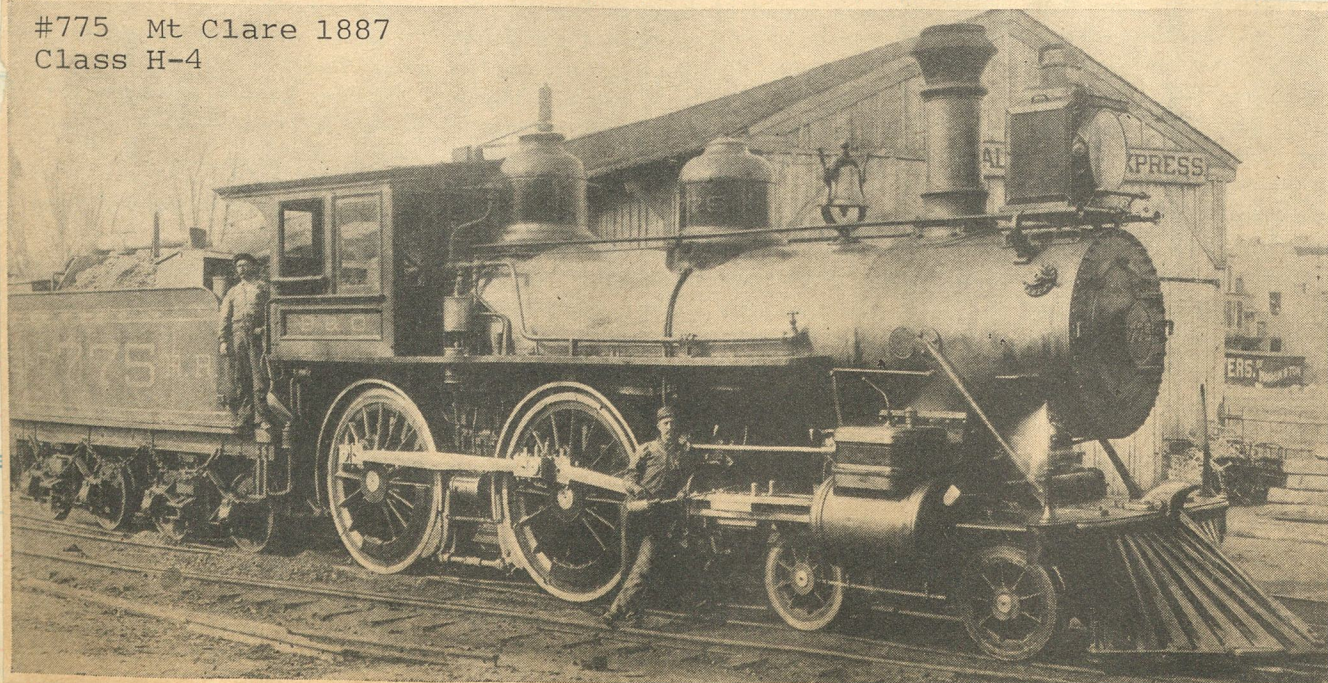
The "William Mason"
c/n 46

Blt by Mason 1856

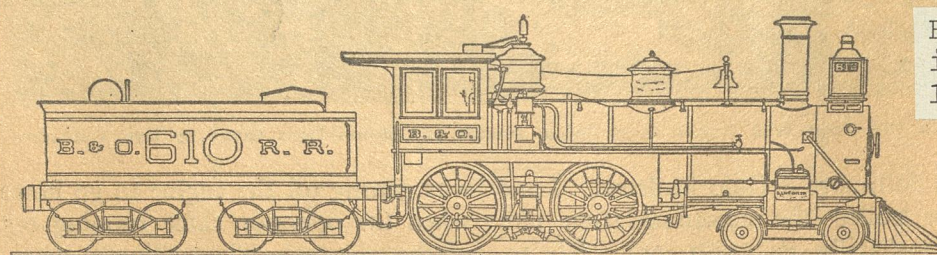


Class H-1, built at Mount Clare in 1881.

#775 Mt Clare 1887
Class H-4



Mt Clare 1870
Class C-3



Blt as P&C nos 754-758
in 1872 [c/n 875] Reblt
1881 and noed 610-614.

Mart Ridenour's Engine, Built in July, 1872, by Danforth Locomotive & Mach. Co., Paterson, N. J., with 17x24-Inch Cylinders and 64-Inch Drivers. There Were Five Engines of This Class, G-5: Nos. 610 to 614 Inclusive. (Drawn by C. B. Chaney, Brooklyn, N. Y.)

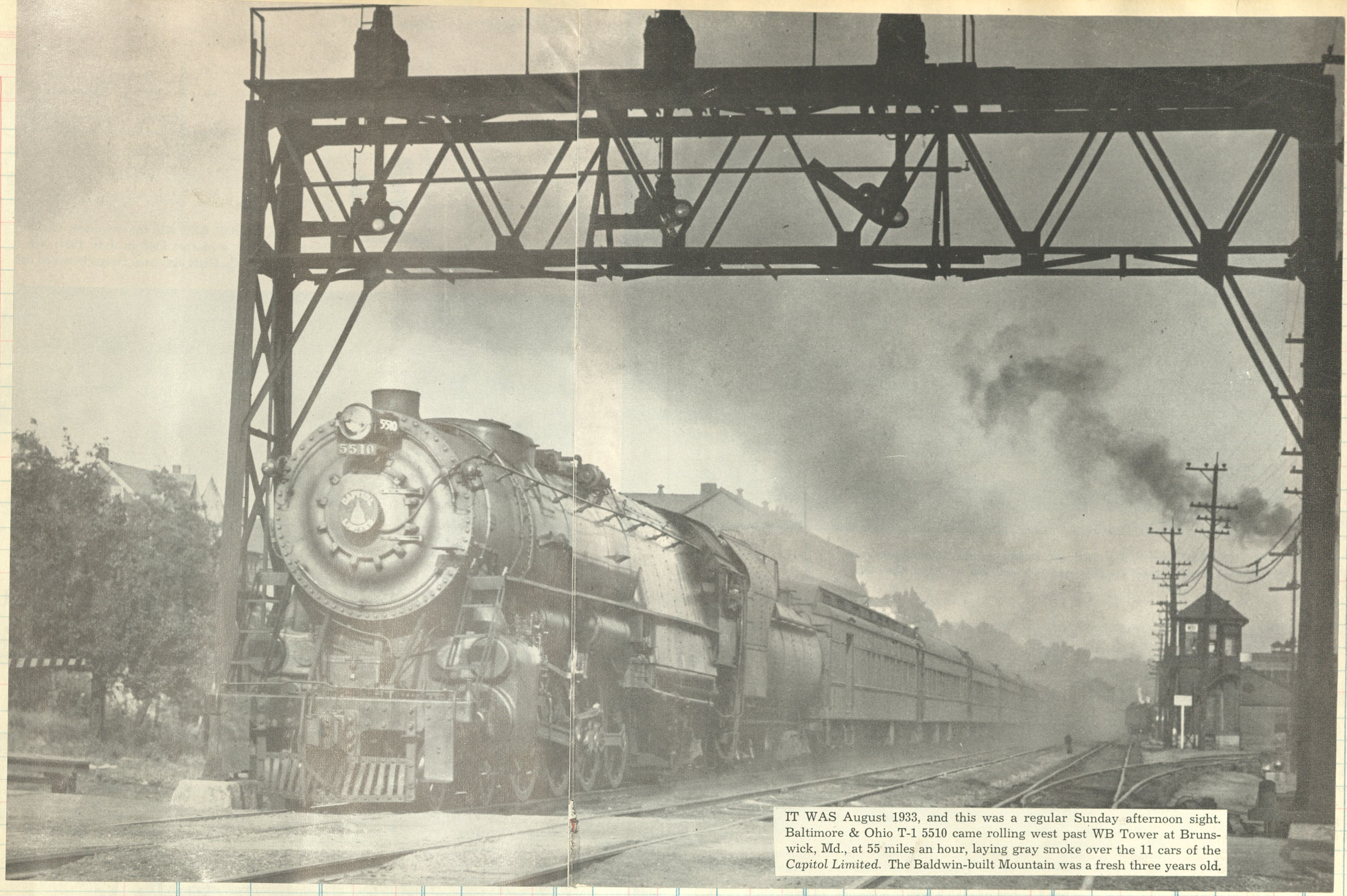


764-773 c/n 3715 Rogers 1887

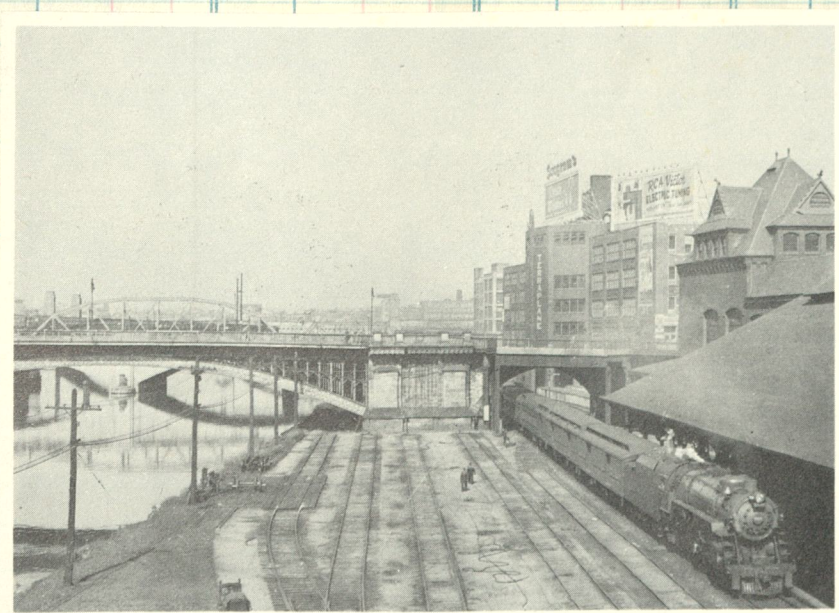
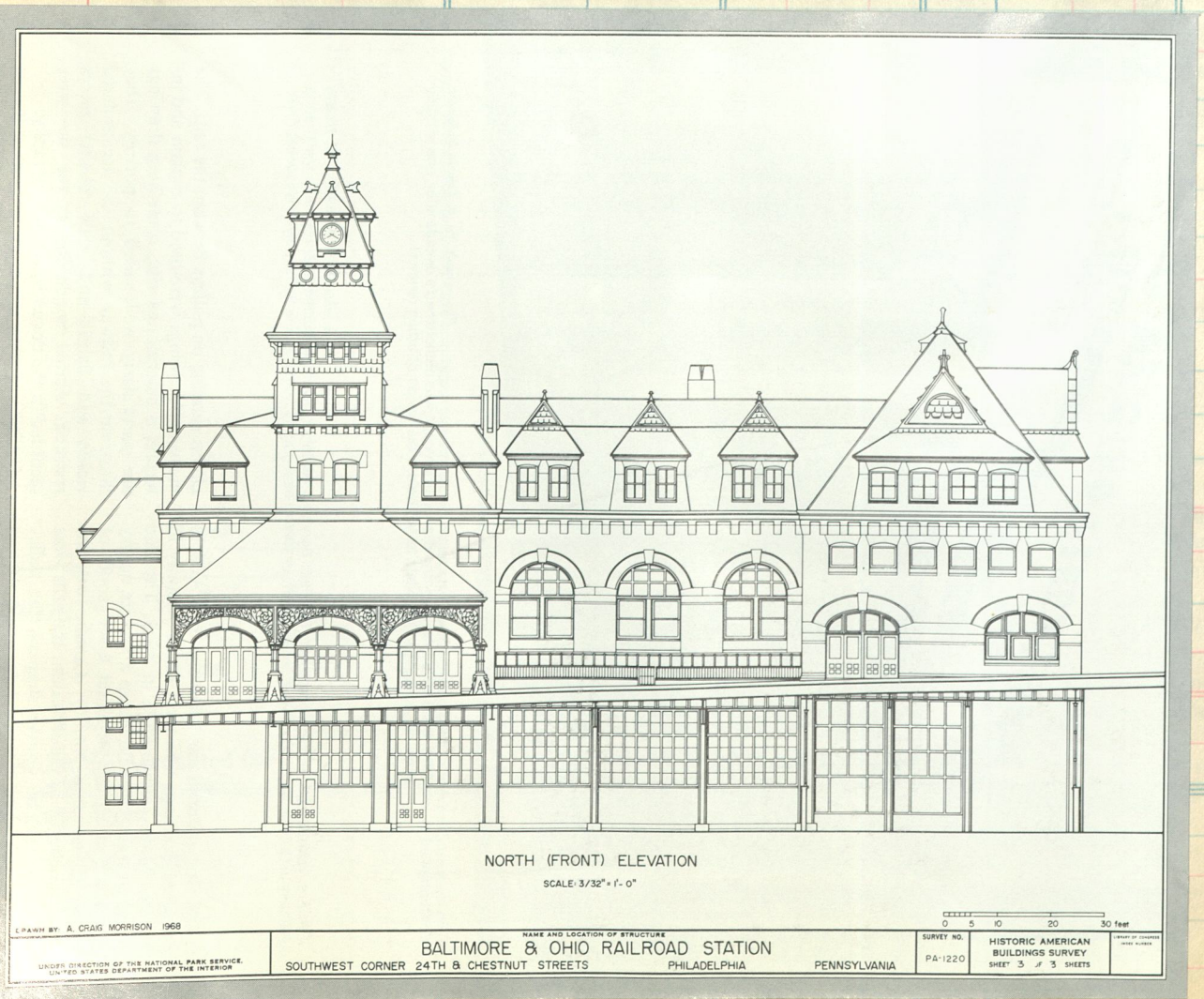
104

SELLER
DATE
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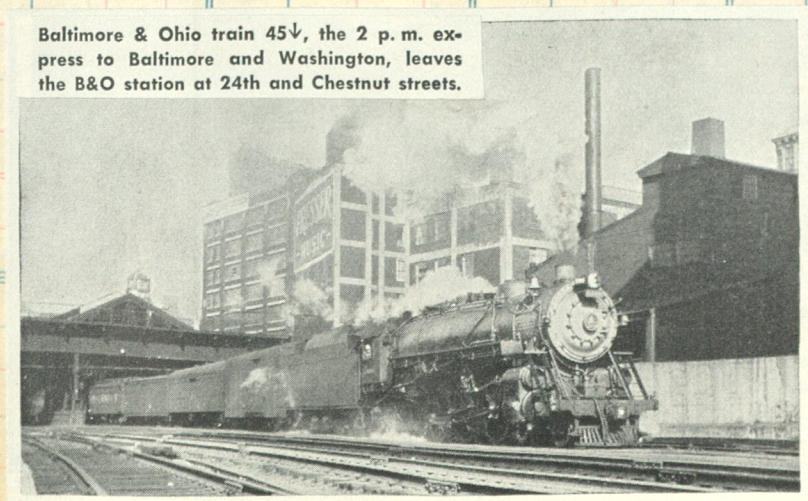
Sold Amount



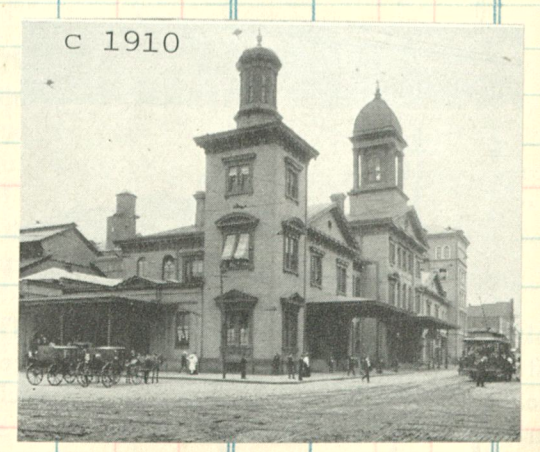
IT WAS August 1933, and this was a regular Sunday afternoon sight. Baltimore & Ohio T-1 5510 came rolling west past WB Tower at Brunswick, Md., at 55 miles an hour, laying gray smoke over the 11 cars of the *Capitol Limited*. The Baldwin-built Mountain was a fresh three years old.



Baltimore and Ohio Railroad Train No. 5 "THE CAPITOL LIMITED" arriving at their 24th Chestnut St. station in the Summer of 1938.



Baltimore & Ohio train 45V, the 2 p.m. express to Baltimore and Washington, leaves the B&O station at 24th and Chestnut streets.



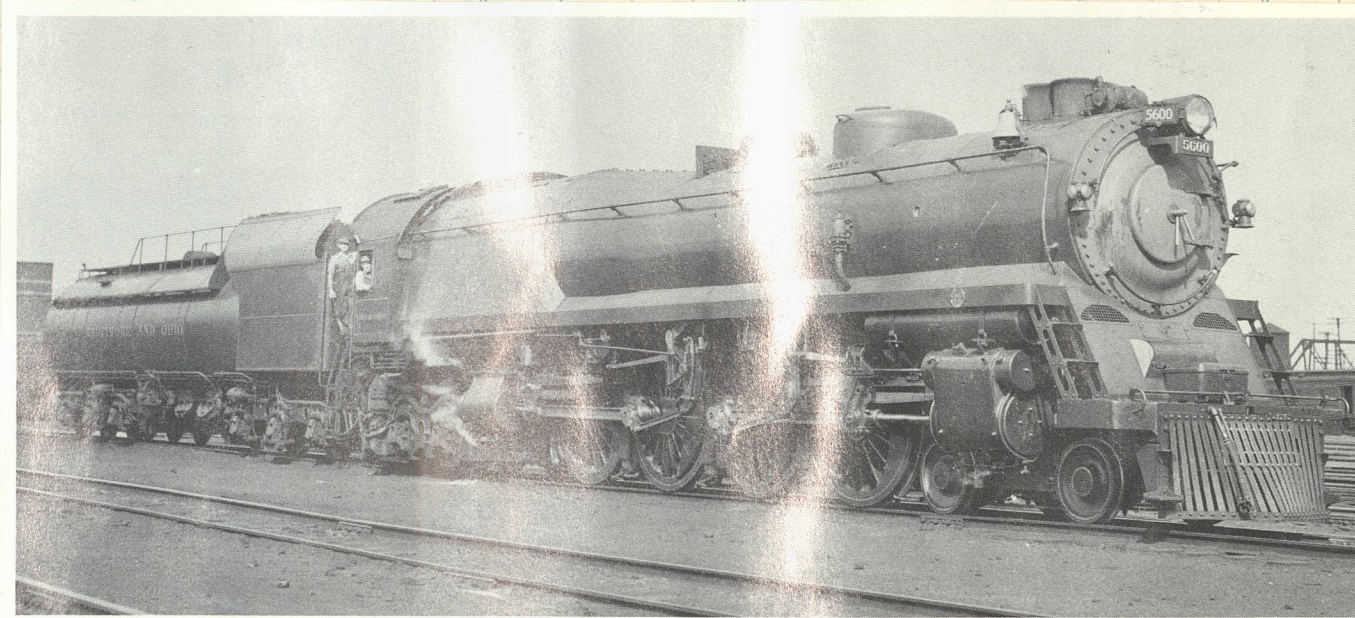
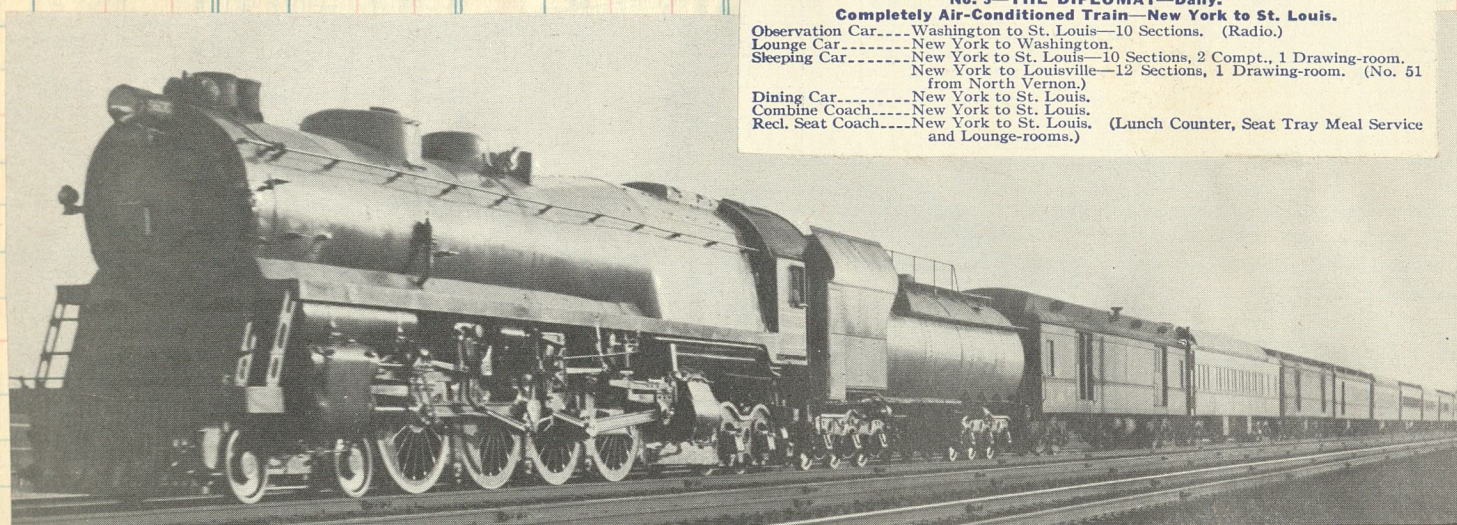
The B&O's Camden Street Station in Baltimore, which is its main terminal, looks on the outside pretty much as it did when built in 1853, but its interior has been greatly modernized



GEORGE H. EMERSON

An opposite piston four cylinder 4-4-4-4 blt at Mt Clare in 1937. Was road worthy but had excessive maintenance problems.

No. 3—THE DIPLOMAT—Daily.
Completely Air-Conditioned Train—New York to St. Louis.
Observation Car..... Washington to St. Louis—10 Sections. (Radio.)
Lounge Car..... New York to Washington.
Sleeping Car..... New York to St. Louis—10 Sections, 2 Compt., 1 Drawing-room.
Dining Car..... New York to St. Louis.
Combine Coach..... New York to St. Louis.
Recl. Seat Coach..... New York to St. Louis. (Lunch Counter, Seat Tray Meal Service and Lounge-rooms.)

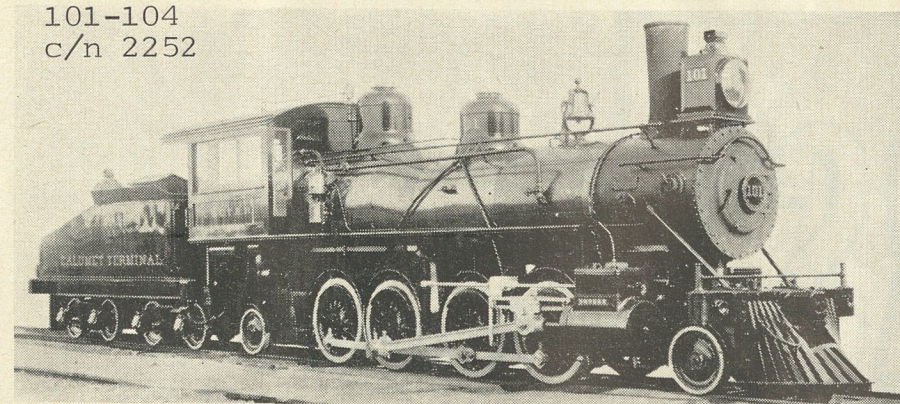


Baltimore & Ohio Chicago Terminal



And on the B. & O. C. T., Western Avenue, Chicago

101-104
c/n 2252



Chicago & Calumet Terminal No. 101 was one of four 2-8-2's completed in 1893 by Brooks Locomotive Works.

acquired by B&O Jan 1910

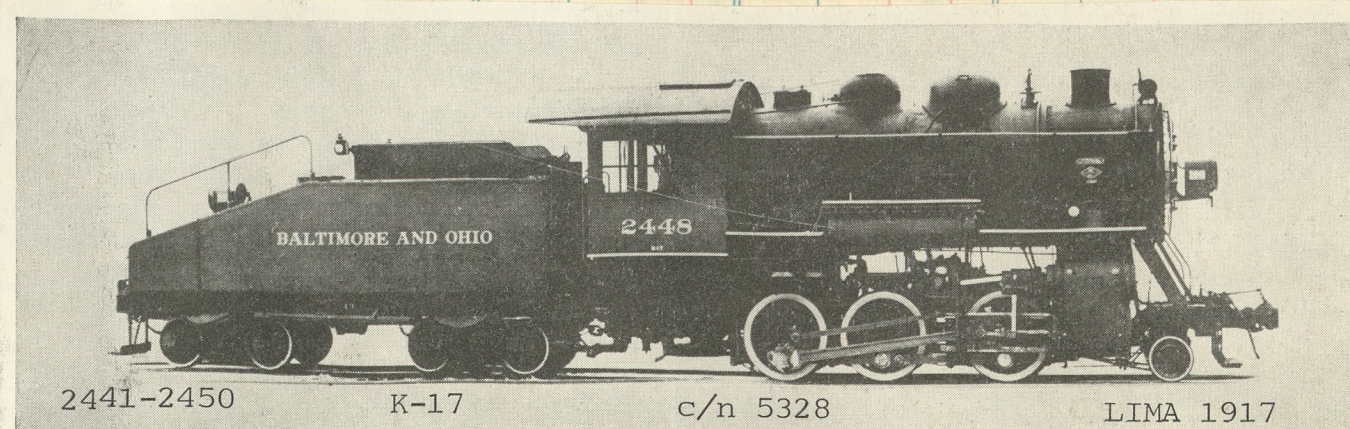
Furthermore---it should be pointed out that in October 1890 Baldwin constructed ten 2-8-2 type for the 3' gauge Interoceanico Ry. in Mexico.

The initial (s.g.) 2-8-2 type

Here is proof that the first 2-8-2's were not, repeat NOT, built in 1897 by Baldwin for the Japan Rys. Designating the type as 'Mikado' was a gross injustice and it might have been more appropriate had the type been called CALUMET!



A Baltimore & Ohio Chicago Terminal Railroad transfer run heads northwest over the McCook branch at Blue Island Junction. Central Division tracks are at left, Grand Trunk at right.



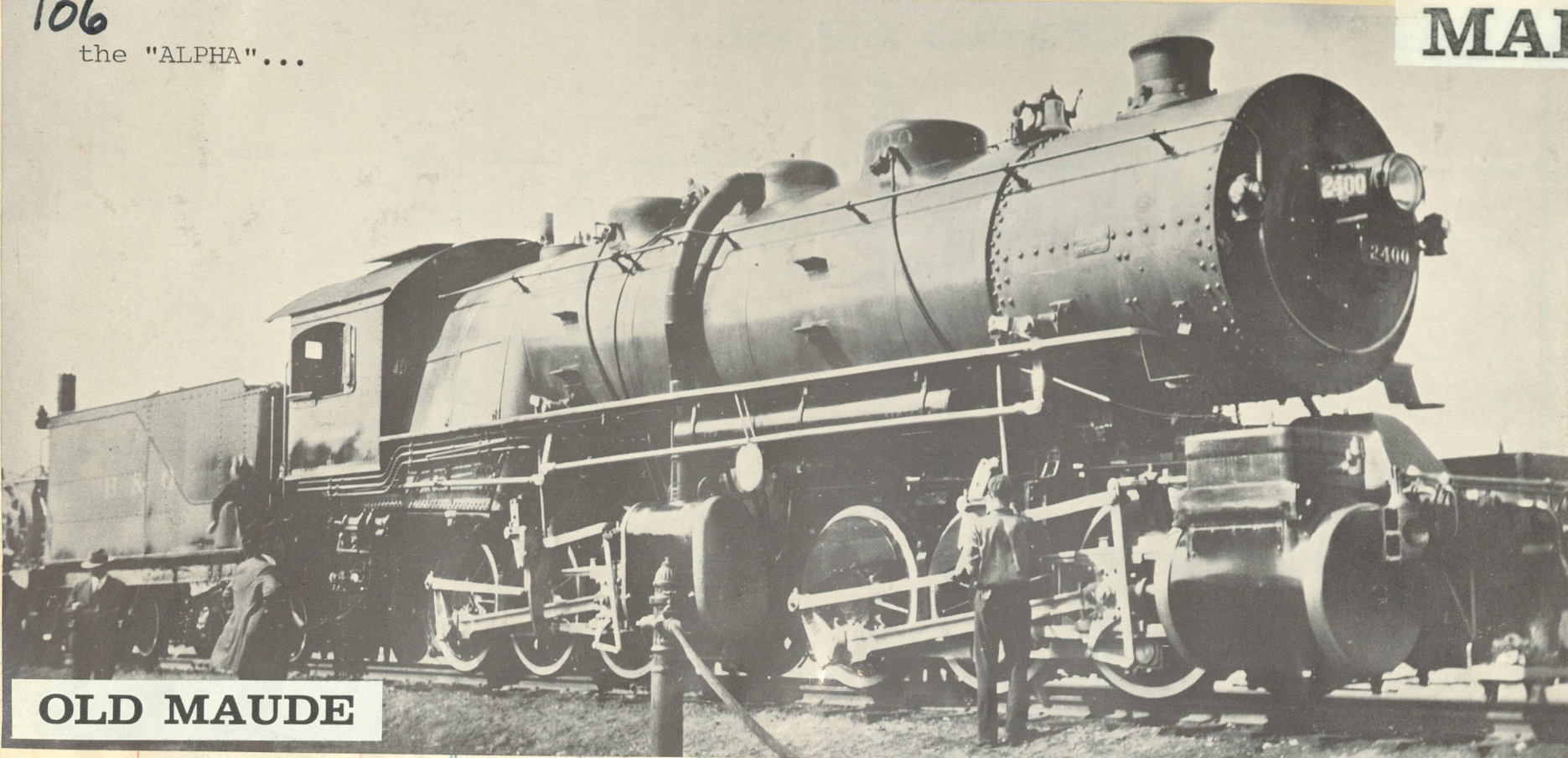
2441-2450

K-17

c/n 5328

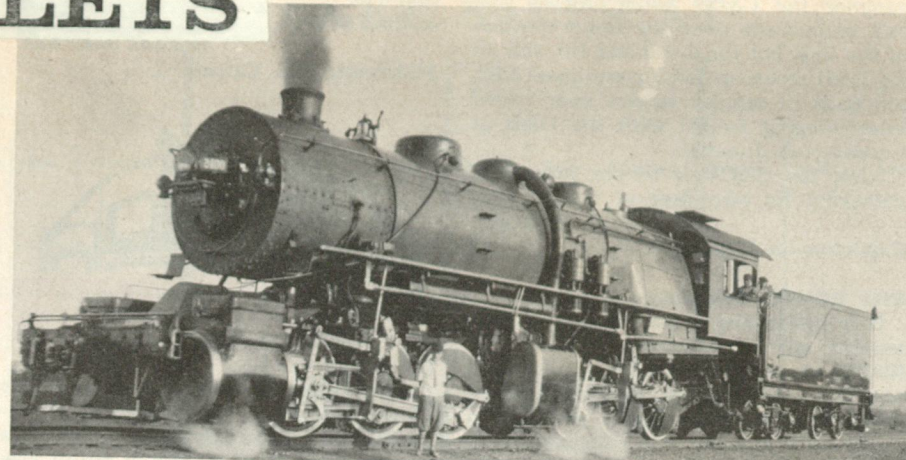
LIMA 1917

MALLETS



OLD MAUDE

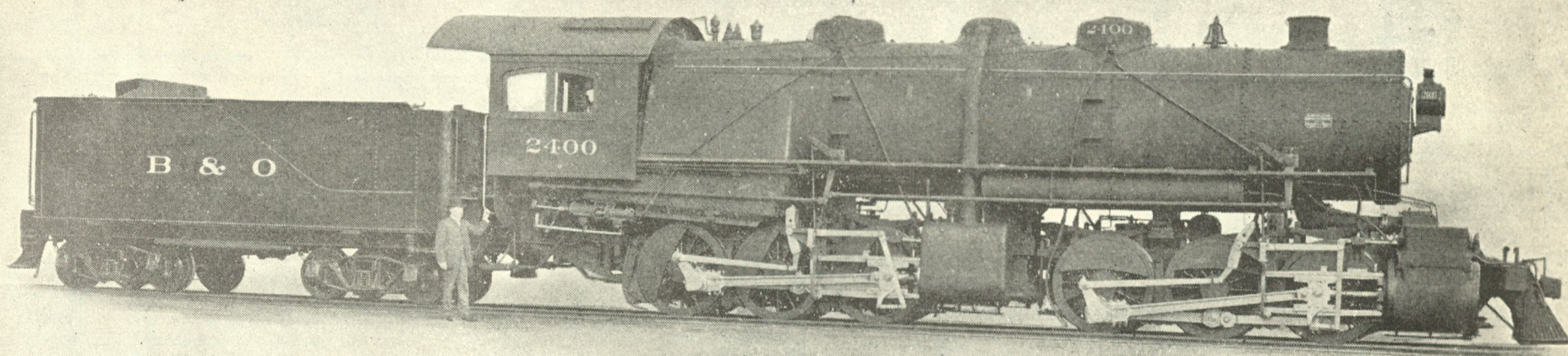
All polished up for the Fair of the Iron Horse. She was retired from active service a short time later.



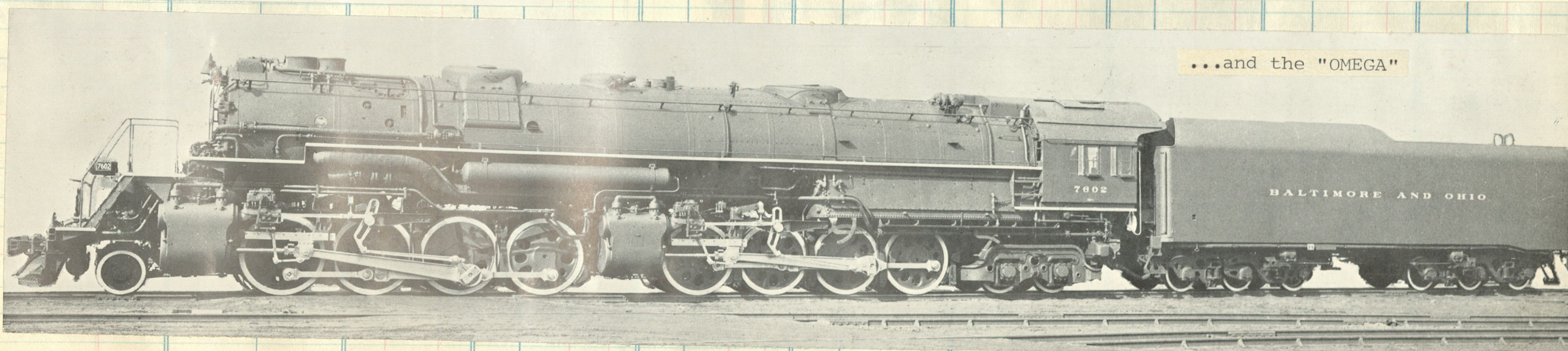
Collection of Donald A. Somerville.

Clos. No. Sold Amount

Road numbers of this series	7600-7619	Weight on leading truck, lbs.	50,700
Built	Baldwin, 1944	Weight on trailing truck, lbs.	93,000
Cylinders, diameter and stroke, in.	24 x 32	Weight of engine and tender, lbs.	932,700
Diameter of drivers, in.	64	Grate area, sq. ft.	117.5
Tractive force, lbs.	115,000	Evaporative heating surface, sq. ft.	5298
Boiler pressure, lbs. per sq. in.	235	Superheater heating surface, sq. ft.	2118
Total weight of engine, lbs.	628,700	Tender capacity: Tons of coal	25
Weight on drivers, lbs.	485,000	Gallons of water	22,000



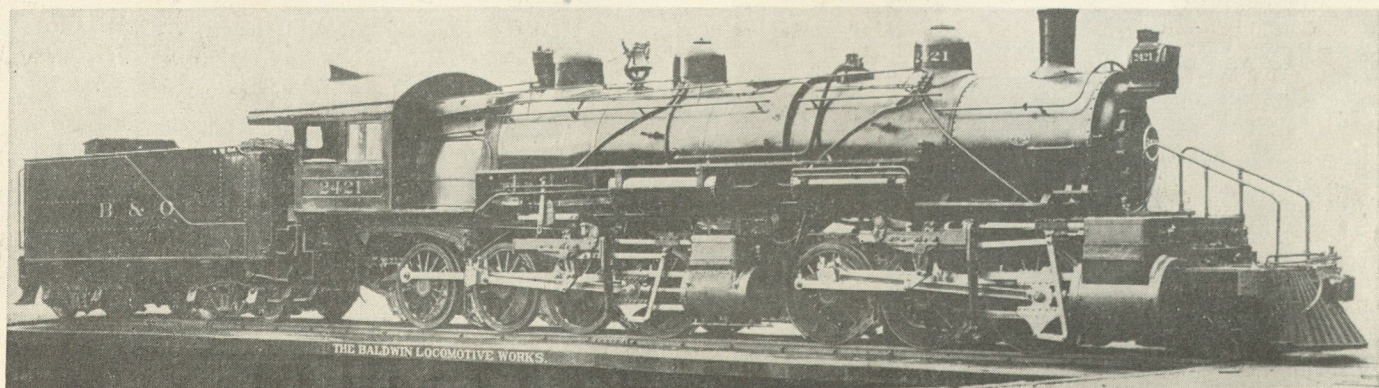
Baltimore & Ohio Mallet articulated compound locomotive No. 2400, built by the American Locomotive Company, Schenectady Works, in May 1904. This was the first of its kind to be built in the United States. c/n 27478



...and the "OMEGA"

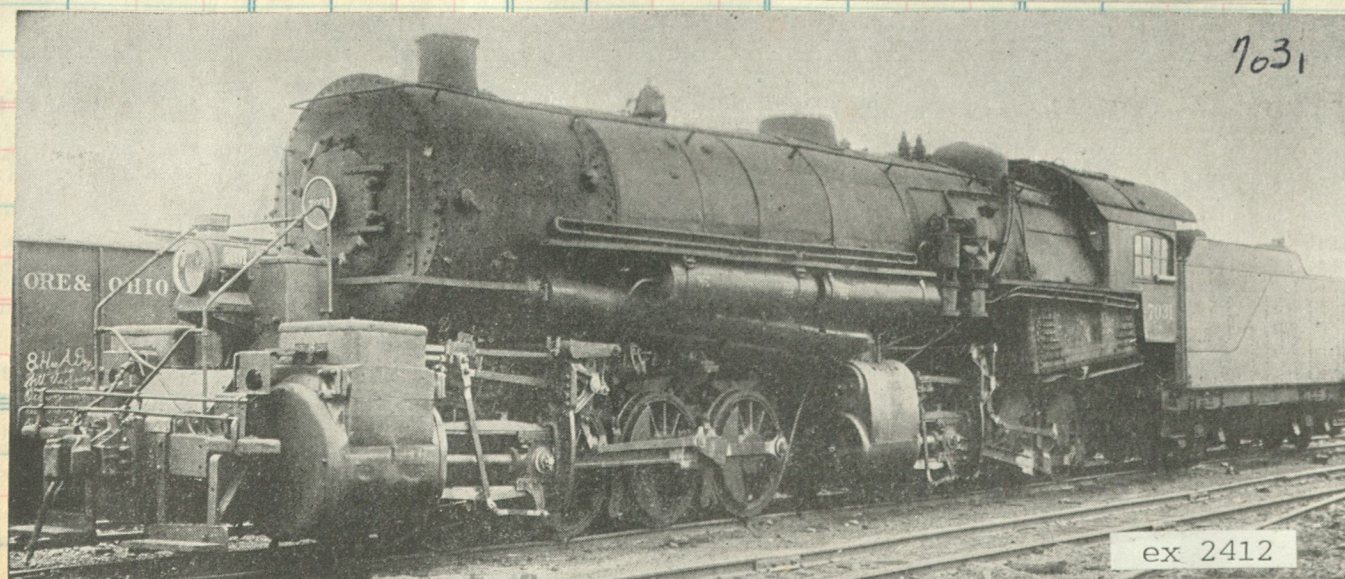
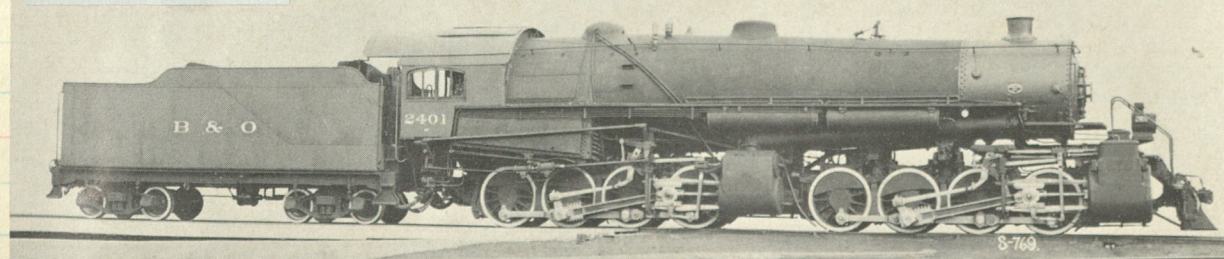
BALTIMORE & OHIO — which introduced the Mallet to America in 1904 — took a flier in the rebuild game in 1911. A Belpaire-boilered 2-8-0 of Pennsy lineage (purchased when B&O was controlled by PRR), E-24 class No. 2308, was elongated by Baldwin in 1911 to class O-odd No. 2421 (later the 7010 of class KL-1), a 2-6-8-0. The experiment neither impressed B&O nor survived long on it. By 1918 the Mallet had been dismantled, and out of it class E-24 2-8-0 No. 2308 resumed life again! Interestingly enough, Erie's 2-6-8-0 incorporated piston valves and Stephenson gear while B&O's employed slide valves and Walschaerts — in both instances the reverse of what was to become standard locomotive practice.

B&O



Class KL-1, converted from Class E-24 Consolidation No. 2308, by Baldwin in 1911. In 1917 it was retired and converted back to Class E-24, No. 2308.

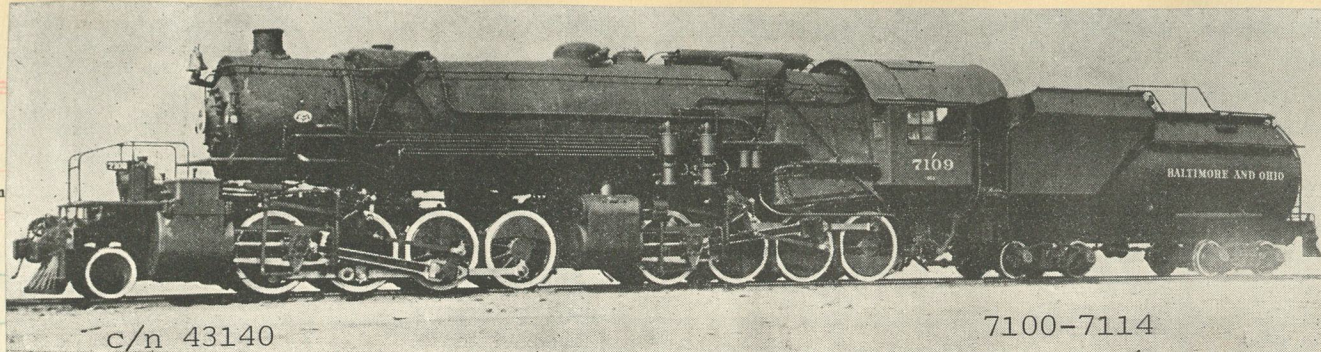
Renoed 7020



ex 2412

Class LL-1 Mallet, built at Schenectady in 1912.

Clos. No. Sold Am



Class EL-1a, Mallet, converted from Class EL-1 built by Baldwin in 1916.

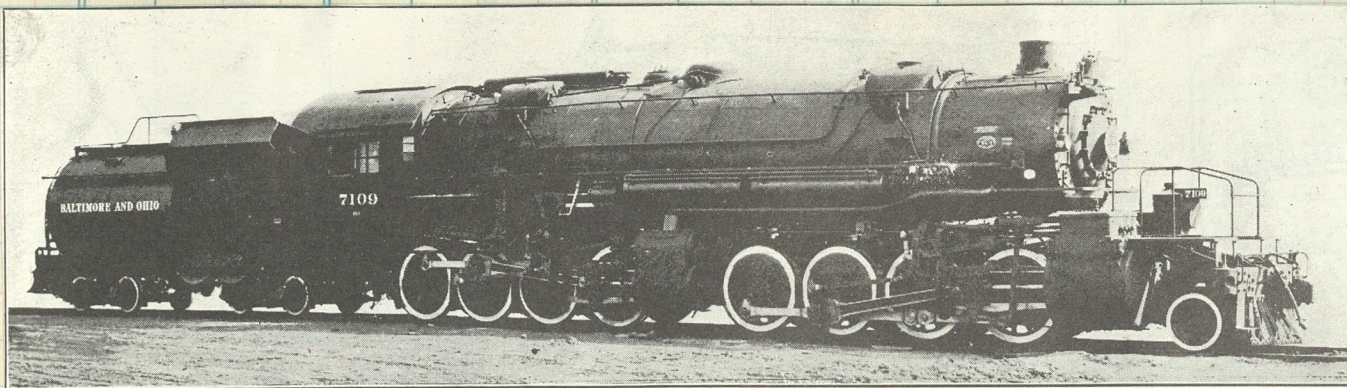
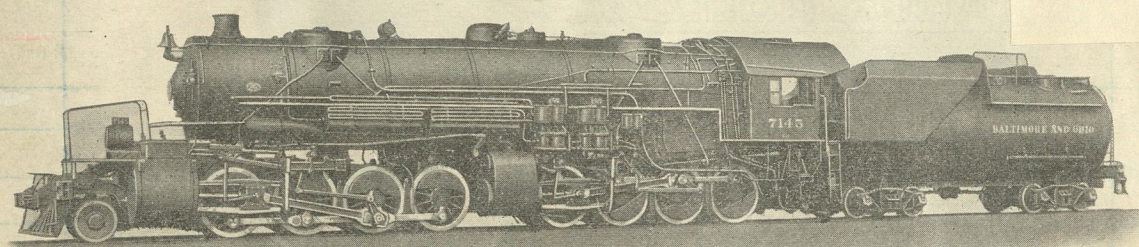


Fig. 93—Mallet Articulated (2-8-8-0) Compound Locomotive for Freight Service. Built for Baltimore & Ohio by the Baldwin Locomotive Works.

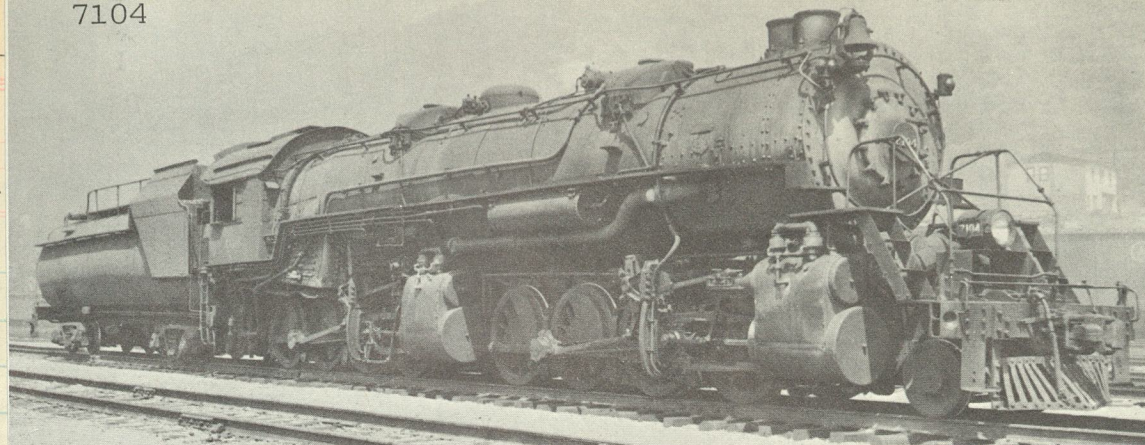
Gage	4 ft. 8 1/2 in.	Heating Surface Tubes.....	5,443 sq. ft.
Cylinders	25 3/4 in. and 40 3/4 in. x 33 in.	Heating Surface, Firebox.....	228 sq. ft.
Steam Pressure	210 lbs.	Heating Surface, Superheater.....	1,415 sq. ft.
Diameter of Drivers.....	58 in.	Grate Area	88.2 sq. ft.
Wheel Base, Driving.....	41 ft. 2 in.	Weight on Drivers.....	466,300 lbs.
Wheel Base, Rigid.....	15 ft. 6 in.	Total Weight Engine.....	491,300 lbs.
Total Engine Wheel Base.....	50 ft. 4 in.	Total Weight Engine and Tender.....	731,000 lbs.
Total Engine and Tender.....	88 ft. 6 in.	Fuel	Soft coal



7145-7170 (USRA) c/n 52371 Baldwin 1919

7104

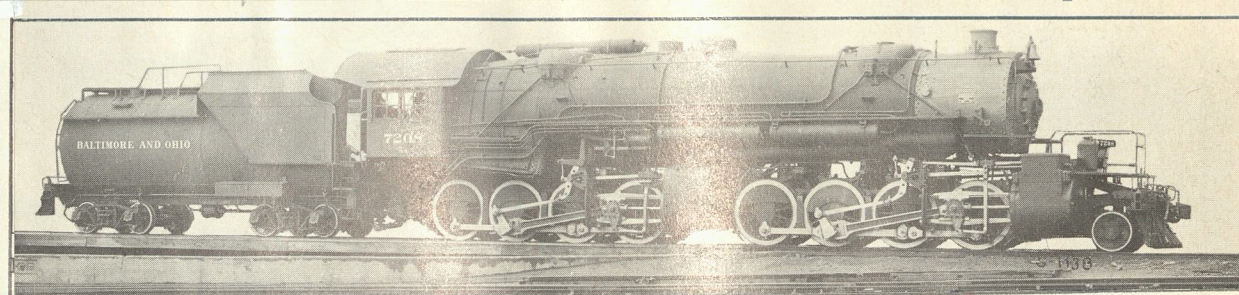
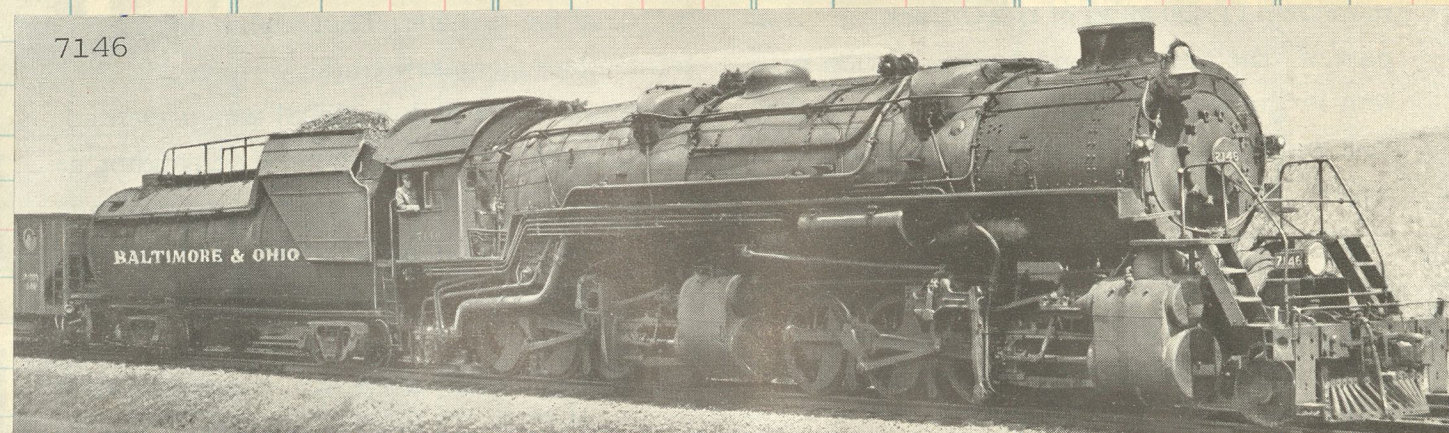
Clos.



Amount Clos. No. Sold Amount

107

7146



Gage	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	3,786 sq. ft.
Cylinders	26 in. and 41 in. x 32 in.	Heating Surface, Sup. Flues.....	1,652 sq. ft.
Steam Pressure	210 lbs.	Heating Surface, Firebox.....	383 sq. ft.
Diam. of Drivers.....	58 in.	Heating Surface, Total.....	5,821 sq. ft.
Tractive Effort, Simple.....	121,700 lbs.	Heating Surface, Superheater.....	1,400 sq. ft.
Tractive Effort, Compound.....	101,400 lbs.	Grate Area	88.1 sq. ft.
Driving Wheel Base, Front.....	15 ft. 6 in.	Weight on Drivers.....	470,800 lbs.
Driving Wheel Base, Back.....	15 ft. 6 in.	Weight, Total	493,000 lbs.
Total Wheel Base.....	50 ft. 4 in.	Fuel	Soft coal

7200-7214 c/n 55672 Schenectady 1916



'Thunder at Manila'-Blasting past GR Tower [Manila Tower] the 7120 fights her way to the apex of the Sand Patch grade. The 7120, c/n 46677, thirty (7115-7144) built by Baldwin in 1917.



"Talking to the Gods"
by Manville Wakefield

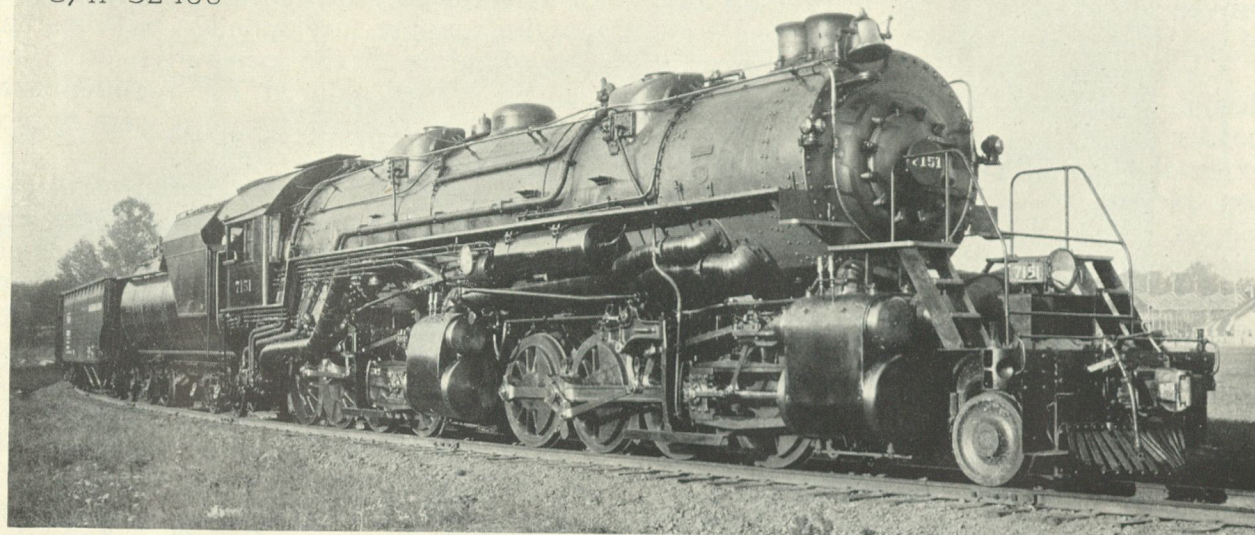


The 7166 paddles along with 33 empties near Rossiter on the Indiana branch.



This excellent winter scene was taken by Bob Collins showing the 7157 storming along near Cloe, Pa.

c/n 52468



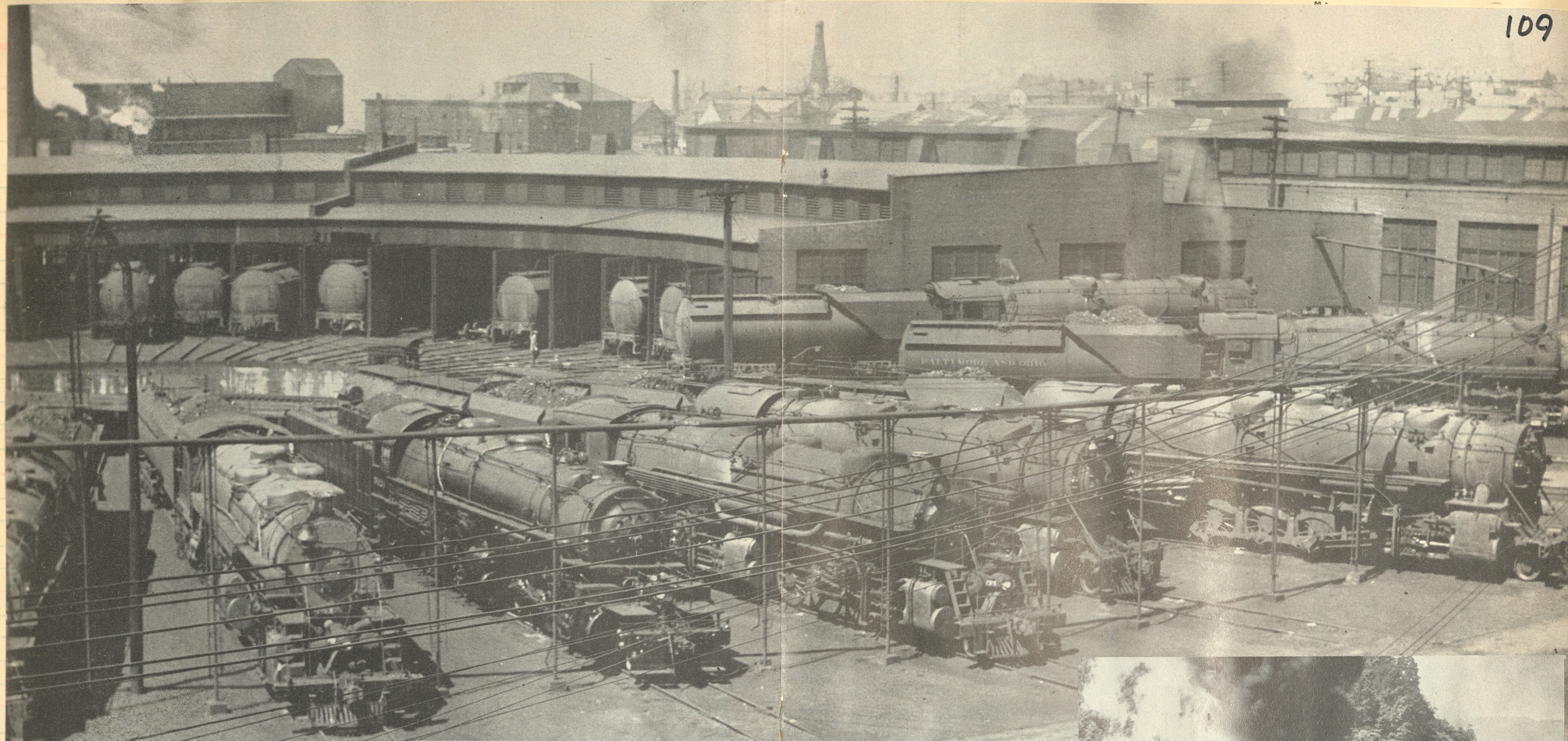
Single Expansion 2-8-8-0 Type Locomotive, Class EL-5A, Baltimore & Ohio Railroad

Cylinders (4)	24" x 32"	Tubes, number	5 1/2", 48; 2 1/4", 269	Wheel base, driving	(each group) 15' 6"	Weight, total engine	491,300 lb.
Drivers, diam.	58"	" length	24' 0"	" " total engine	50' 4"	" " and	702,300 lb.
Boiler, diam.	90"	Grate area	88.2 sq. ft.	" " " and	88' 4 1/2"	Tank capacity	12,000 U. S. gal.
Steam pressure	220 lb.	Water heating	surface	tender	466,300 lb.	Fuel	17.5 tons
Firebox	132 1/4" x 96"	Superheating surface	1415 sq. ft.	Weight on drivers		Tractive force	118,800 lb.
Tubes, diam.	5 1/2" & 2 1/4"						

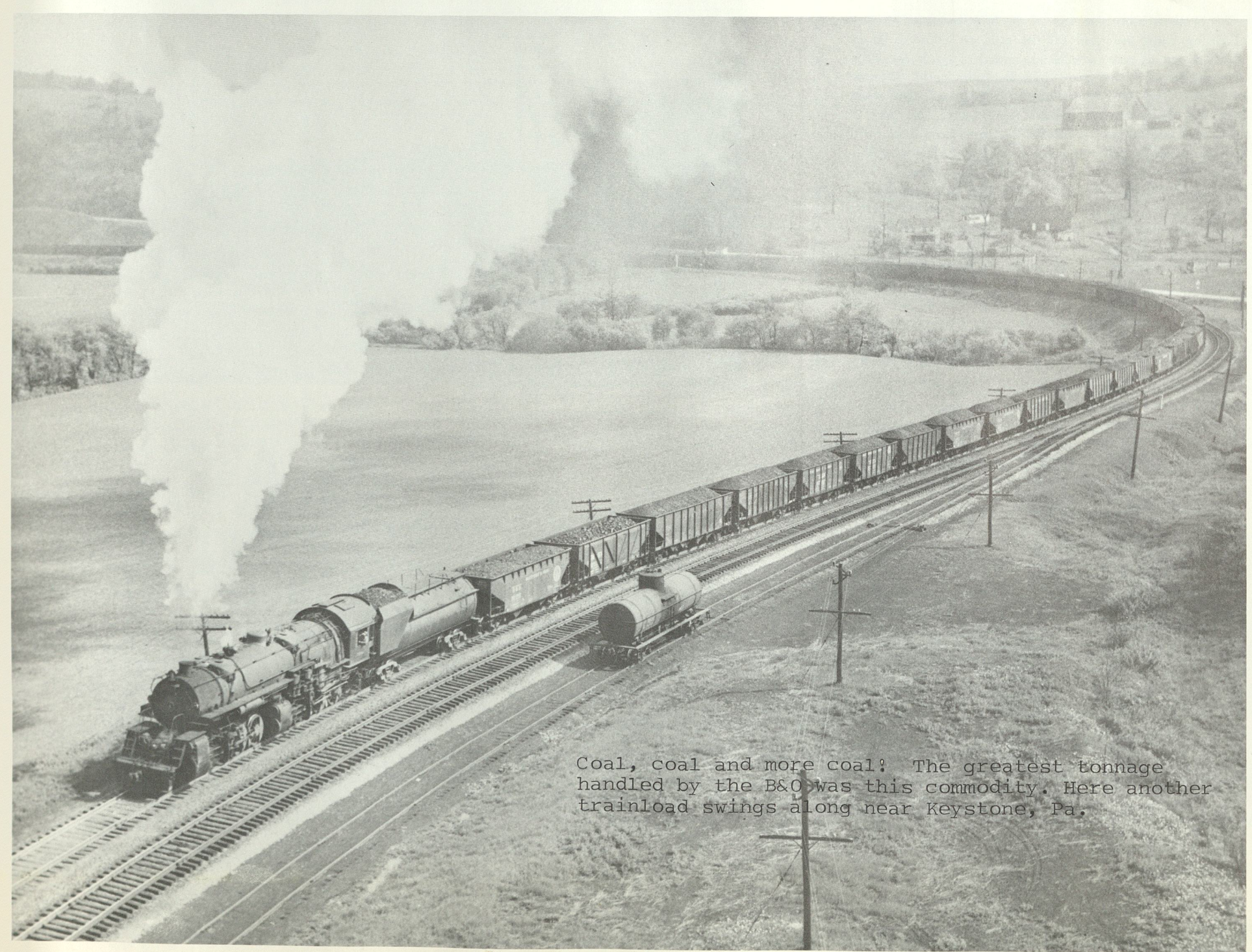
Originally built as a compound locomotive by The Baldwin Locomotive Works in 1914. Subsequently rebuilt by the Railroad Company.



The head end crew has spotted the photographer as the 7121 wrestles with sixty five cars on an incline near Locust, Pa.

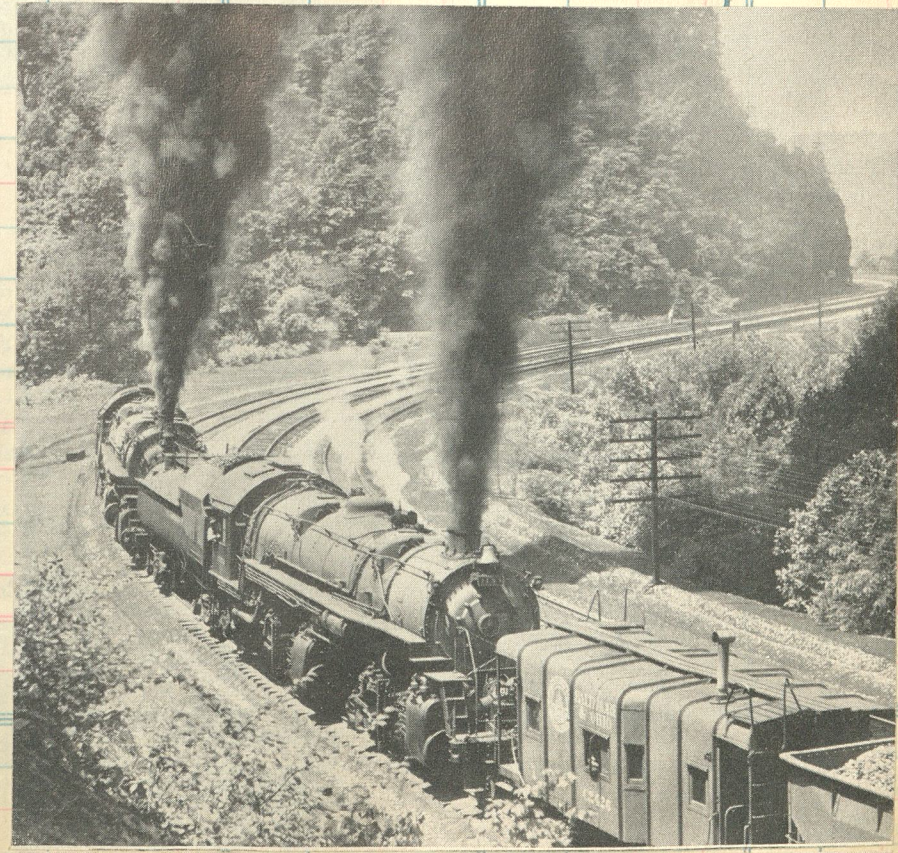
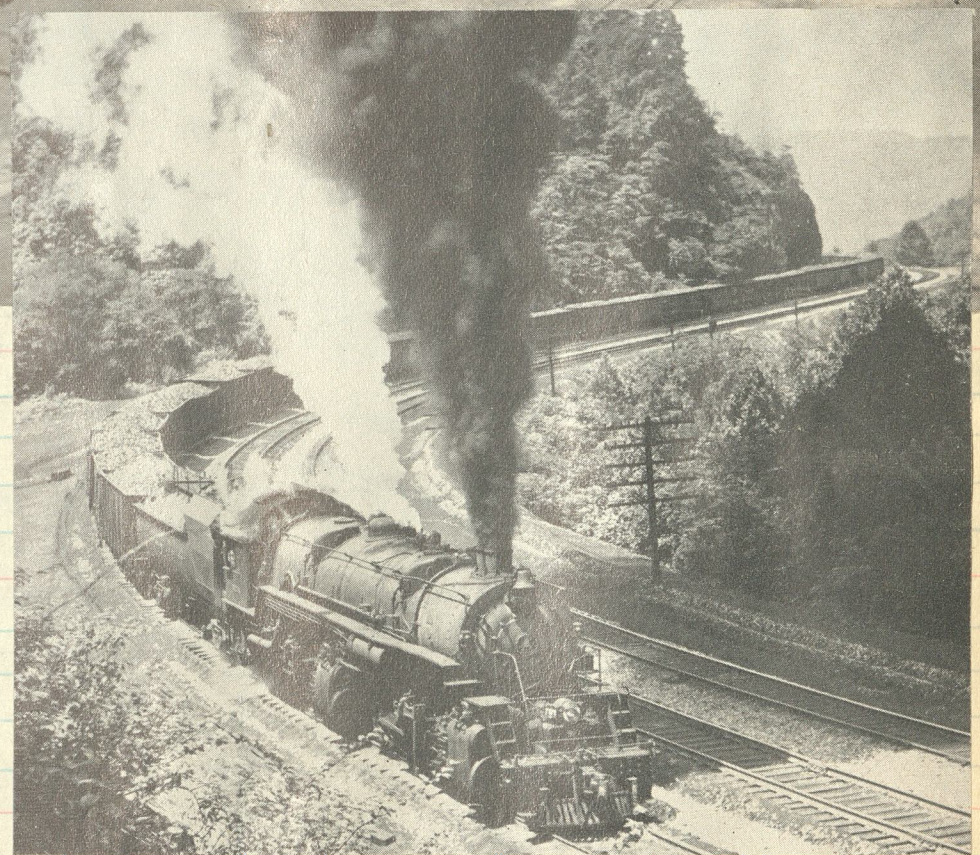


The Cumberland stables and paddock with resting Clydesdales. The 2-8-8-0's and 2-10-2's in the paddock are stored, note cap placed over the stacks

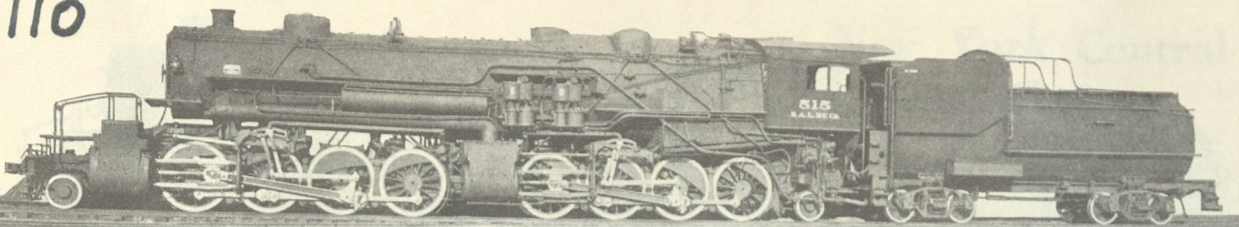


Coal, coal and more coal: The greatest tonnage handled by the B&O was this commodity. Here another trainload swings along near Keystone, Pa.

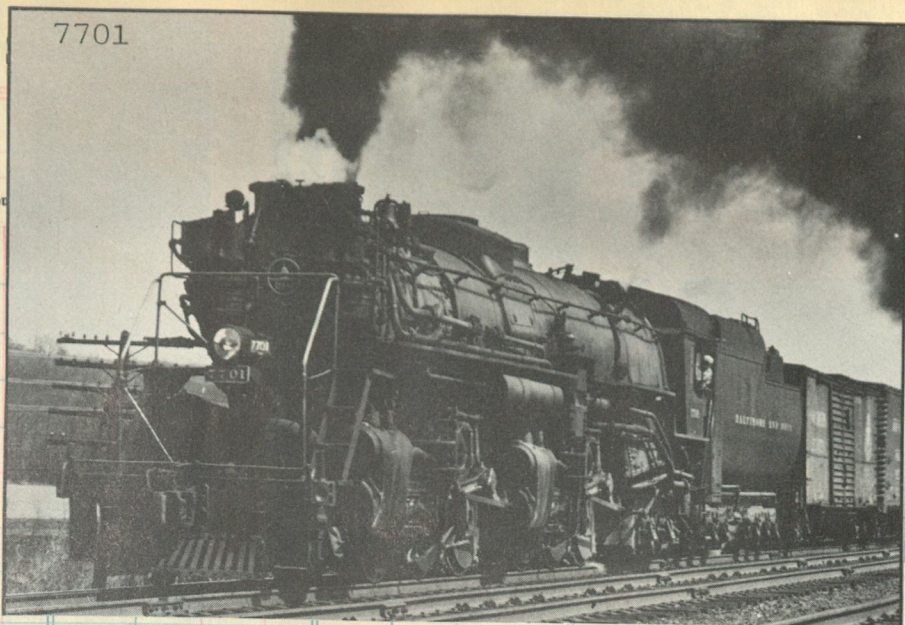
ROBERT F. COLLINS



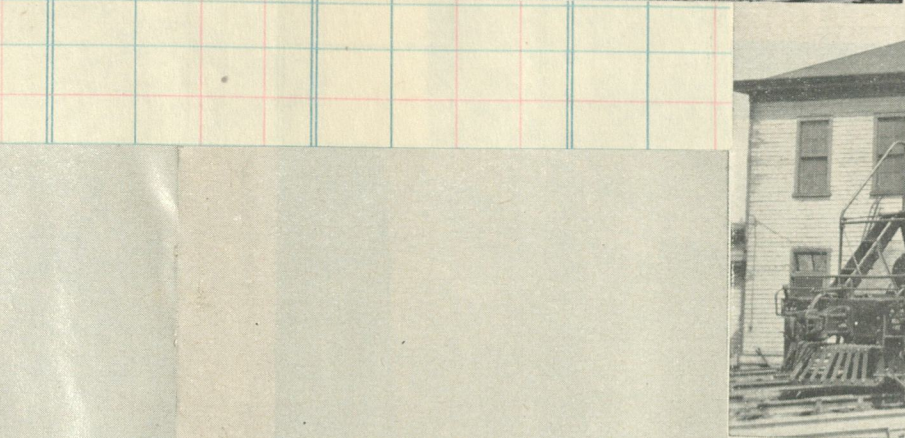
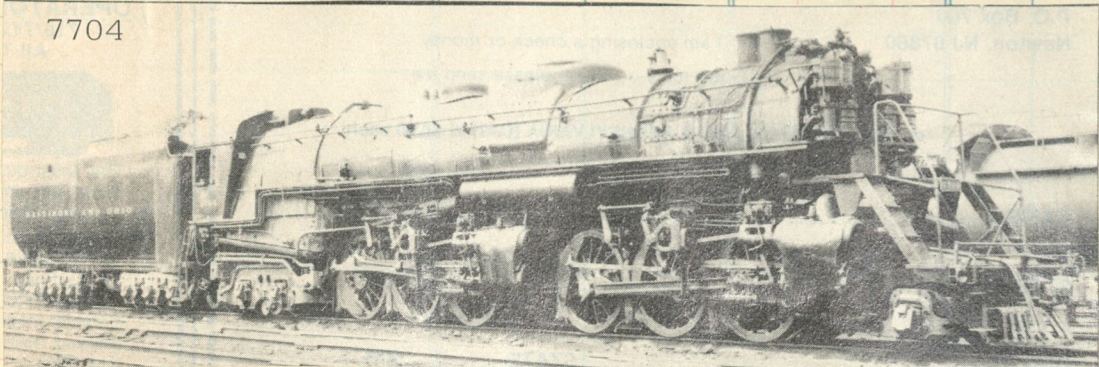
Fore & Aft--Fourty eight drivers dig in with 54 loads of coal on the Newberg Grade near Austens, W.V.



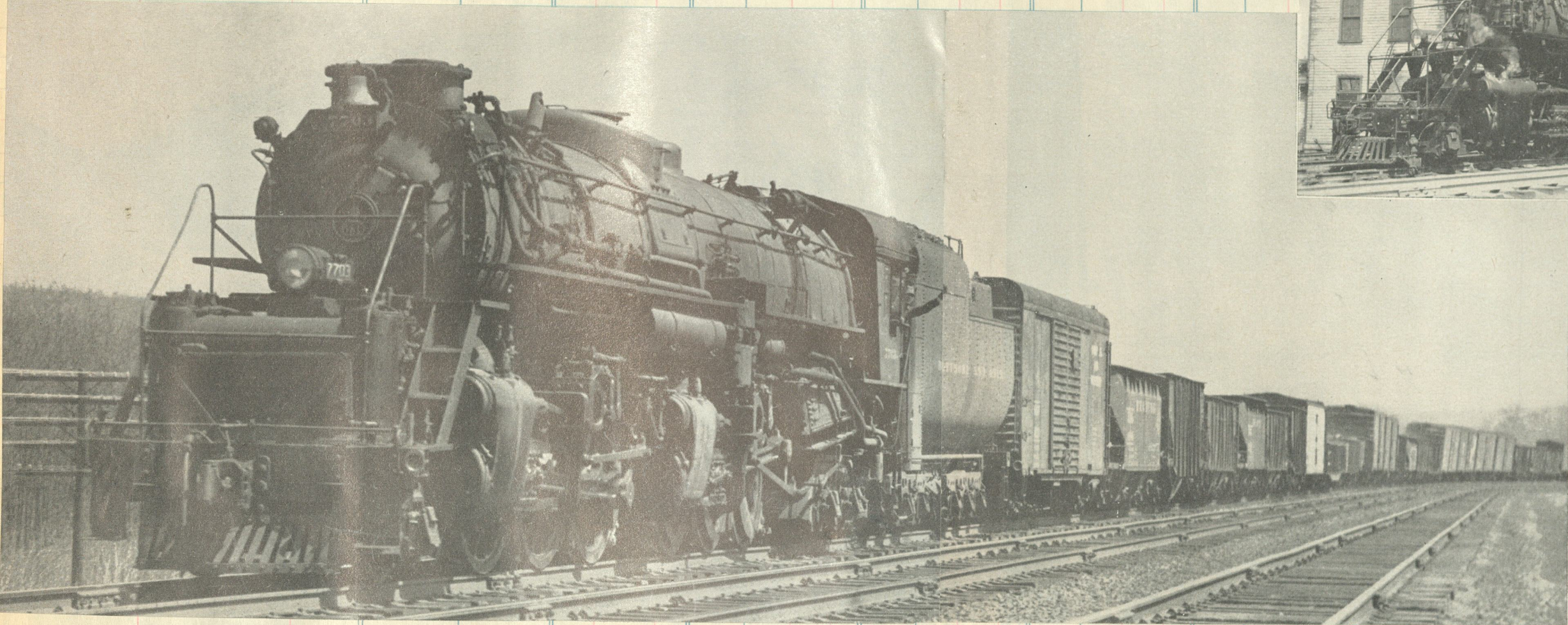
Sixteen 2-8-8-2's bilt by Richmond for Seaboard Air Line in 1918 [c/n 58078] Sold to B&O in 1922, rebilt as 2-8-8-0 noed 7315.



2-6-6-4's Built by Baldwin			
	S.A.L.	B. & O. (1947)	
1934	2500-2504	7700-7704	
1936	2505-2509	7705-7709	
		Retired 1953	

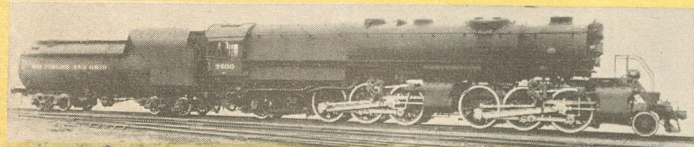


S.A.L. 2503



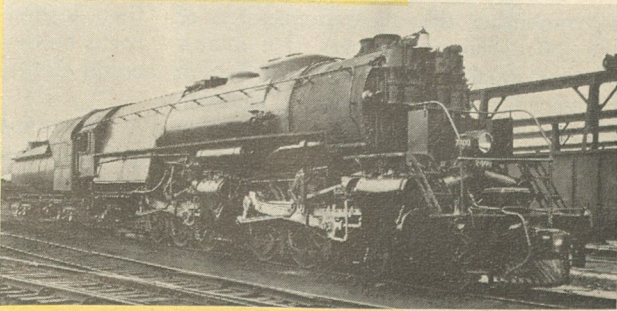
W. M. Bryan.

(Above) Seaboard Air Line's 10 Baldwin 2-6-6-4's, built in 1936 and 1937 pioneered the high-speed simple articulated engine concept. After the war SAL sold its diesel-displaced R-1's to the B&O. (Left) This member of the tribe, shown near Cumberland, Md., has taken on a "B&O look" by removal of its smokebox-mounted air pumps to pilot beam, placement of bell ahead of stack, and addition of B&O crest.

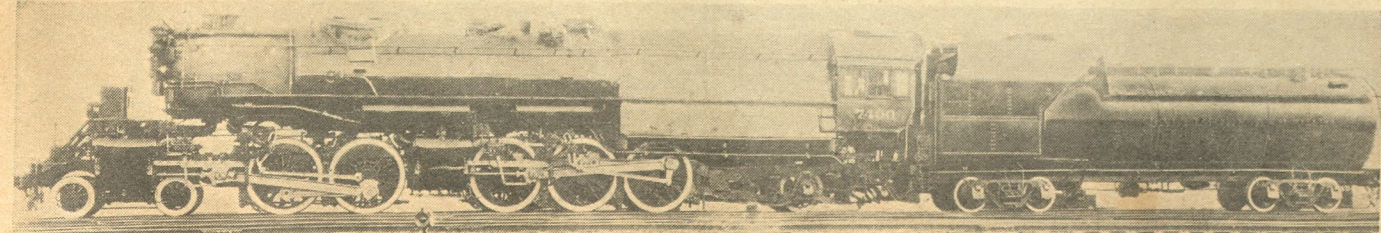


From 2-6-6-2 to 4-4-6-2 to 2-6-6-2

QUITE a few locomotive students are aware that Baltimore & Ohio purchased a pair of 2-6-6-2's from Baldwin in 1932, engines that not only helped to pioneer the high-speed simple articulated design concept but also served as rolling labs since No. 7400 had an Emerson water-tube firebox while otherwise identical sister No. 7450 did not. Very few people know, however, that in October 1932 B&O converted the 7400 from a 2-6-6-2 to a 4-4-6-2 (a wheel arrangement originated by Santa Fe in 1909) in order to adapt it for mountain passenger service on New York-Chicago trains. The former front engine, including frame, wheels, cylinders, pony truck, was preserved "just in case" and, as it turned out, was used to make No. 7400 a 2-6-6-2 again in January 1934.



7400



LOCOMOTIVE 7400 OF THE BALTIMORE & OHIO

Winslow Dwight

c/n 70062

THE MIGHTY EM-1

NYCS
AP A-46

7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

111

Class No. Sold

o. Sold Amount Class No. Sold Amount Class No. Sold Amount Class No. Sold Amount Class No. Sold Amount Class No. Sold Amount

Specifications:

Road classification	EM-1
Road numbers	7600-7619
Tractive effort, lbs.	115,000
Cylinder diameter and stroke, in.	24x32
Driver diameter, in.	64
Weight on leading truck, lbs.	50,700
Weight on drivers, lbs.	485,000
Weight on trailing truck, lbs.	93,000
Weight of engine, lbs.	628,700
Weight of tender, lbs.	382,000
Boiler pressure, lbs.	235
Grate area, sq. ft.	117.5
Evaporative heating surface, sq. ft.	5298
Superheating surface, sq. ft.	2118
Tender capacity: Gallons of water	22,900
Tons of coal	25

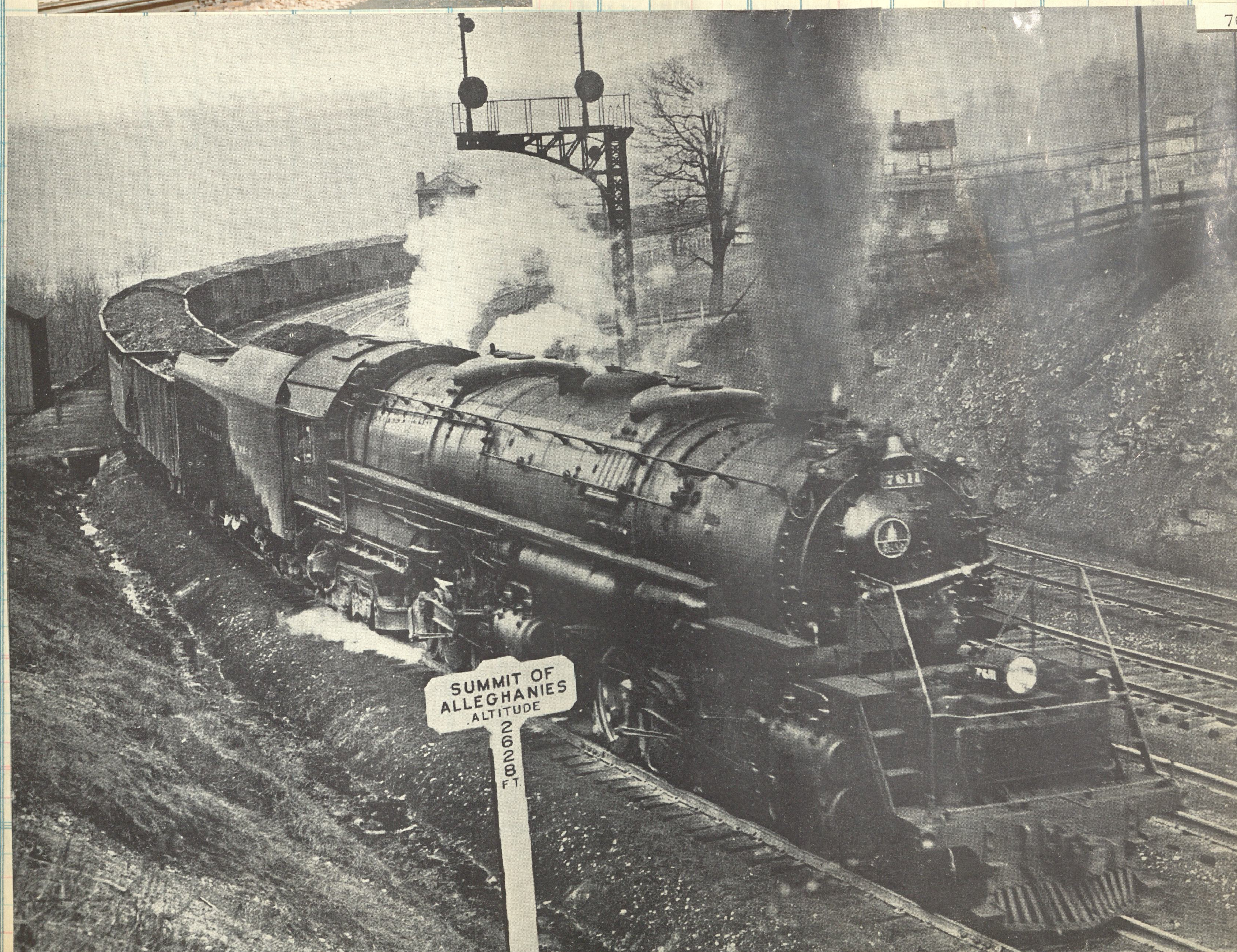


#7606 at
Mace, Pa.
foto by
Bob Collins



7620-7629 c/n 71510 Baldwin 1945

After 115 years, the final
representative of steam power
on the B. & O.



The 7611 with 54 loads
of coal and a 2-8-2 pusher

Baltimore & Ohio
crosses the Alleghen-
ies in two places, at
Sand Patch on its line
west to Pittsburgh
and Chicago, and
here, at Altamont, on
its Cincinnati-St. Louis
line. Much coal moves
east over the Alta-
mont summit from
West Virginia fields
and the noisy, spec-
tacular action of two
and three engine
trains climbing east-
bound Cranberry and
Newburg grades nev-
er stops. From Alta-
mont eastbound trains
start down famous
Seventeen Mile grade
into the valley of the
Potomac.



Waiting to pull thru the interlocking at Cumberland



DOIN' WHAT COMES NATURALLY, EM-1 7608 heads a "humper" out of Bridgeport, Ohio, in

JOHN KRAUSE



Forty-eight drivers fight for traction on sanded rail as eastbound manifest 96 reverse-curves up Cranberry Grade with a 2-8-8-4 tugging at the front and a pair of articulated helpers pushing at the rear on 2.12 per cent.



7626 clouds the atmosphere of Bridgeport

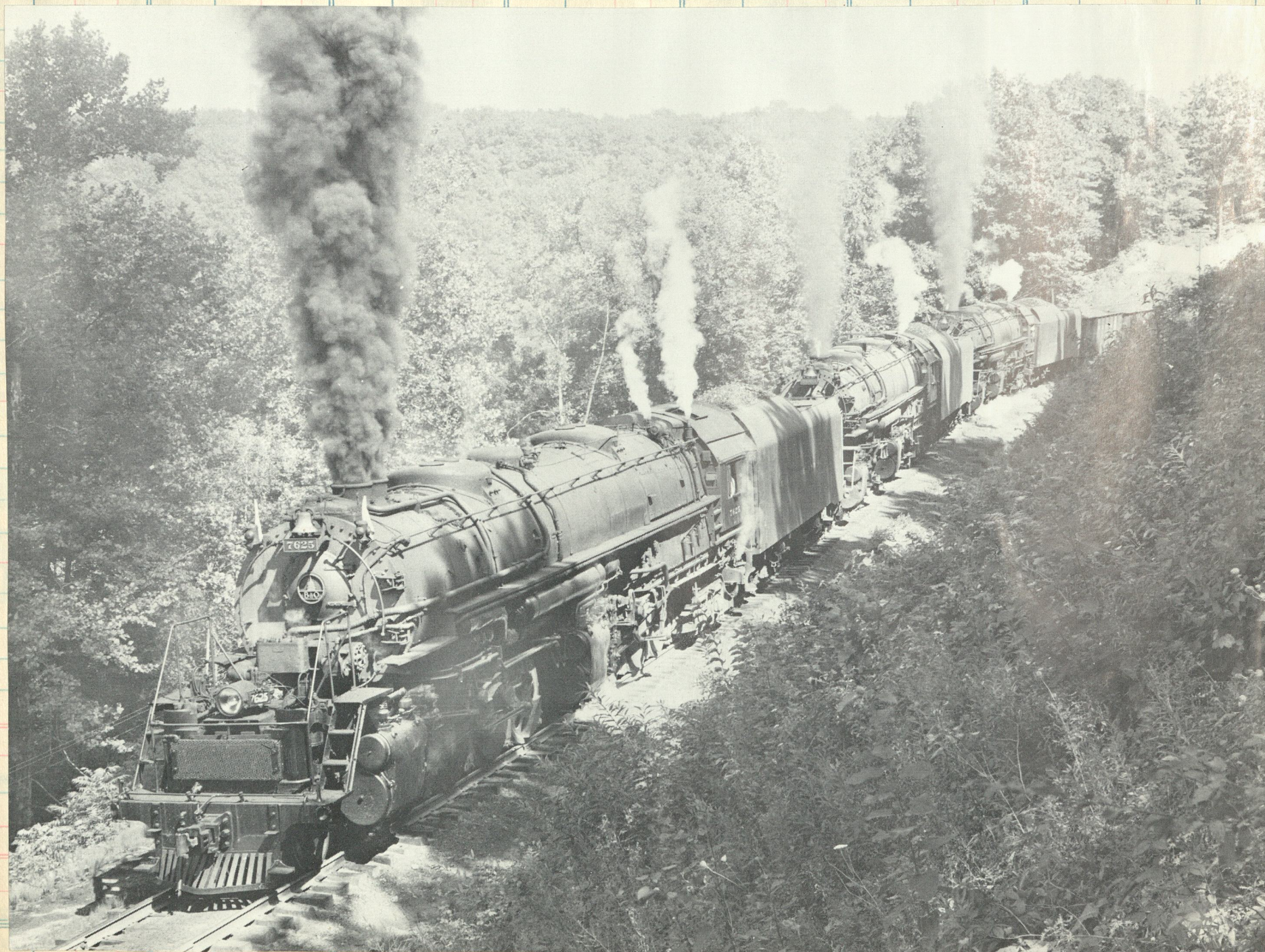
Clos. No. Sold Amount Clos. No. Sold Am

Clos. No. Sold Amount Clos. No. Sold Amount



B&O 7616, a 2-8-8-4, working up "Cranberry Grade" at 10 mph near Amblersburg, West Virginia. Sept. 1948

Richard H. Kindig



A rare and impressive sight, but, these three engineers had to be expert throttle artists to get such a tonnage train started without pulling out a drawbar. The 7628, 7603 and 7611 blast up the Swine Creek Hill on the Painesville branch with a train of coal.

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To Make
Short Sheet

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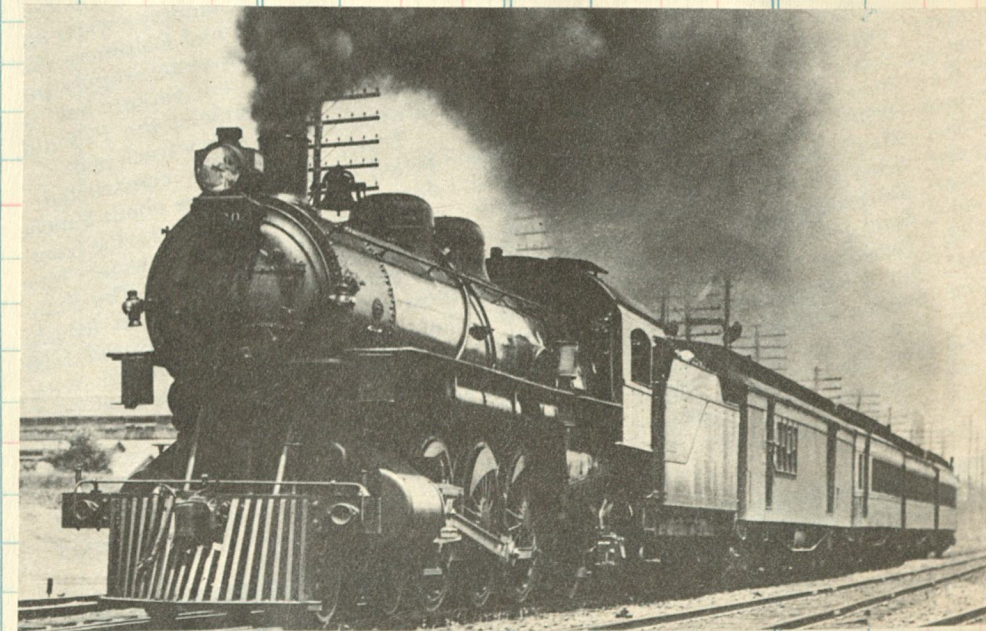
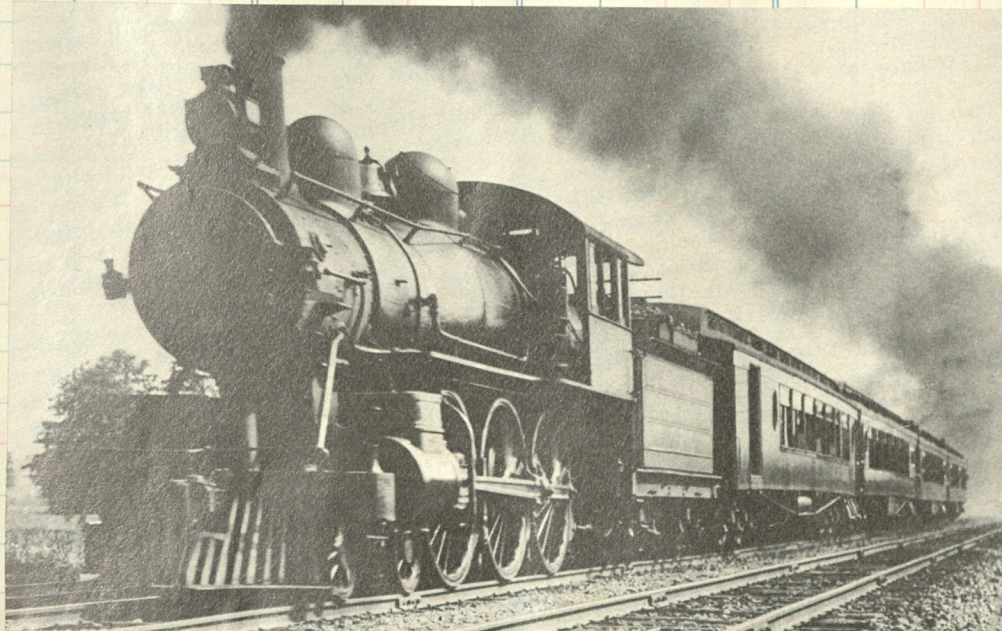
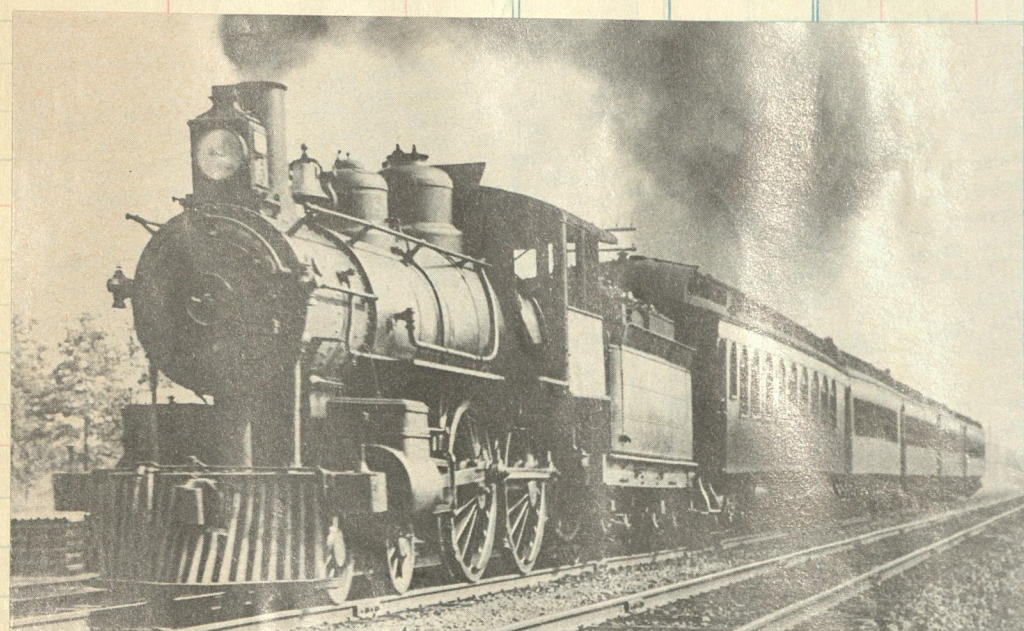
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ROYAL BLUE LINE 1890 ————— 1958

Clos. No. Sold Amount



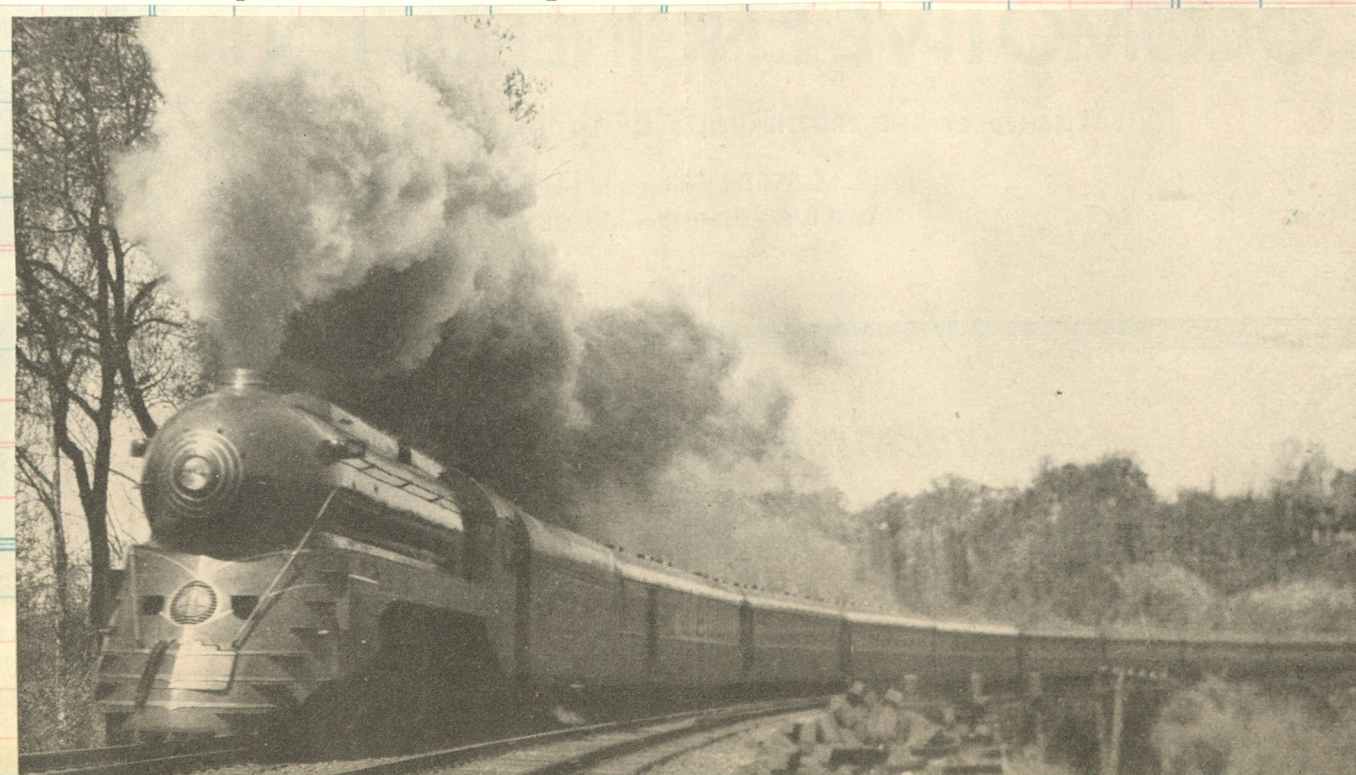
GLOSSY, high-stepping Lord Baltimore, 4-6-4 No. 2 on the roster of Baltimore & Ohio, is 5 minutes out of Washington, D. C., and gaining speed with every revolution of his 84-inch drivers on February 8, 1936, as he pounds with the streamlined Royal Blue through the aftermath of an ice storm.



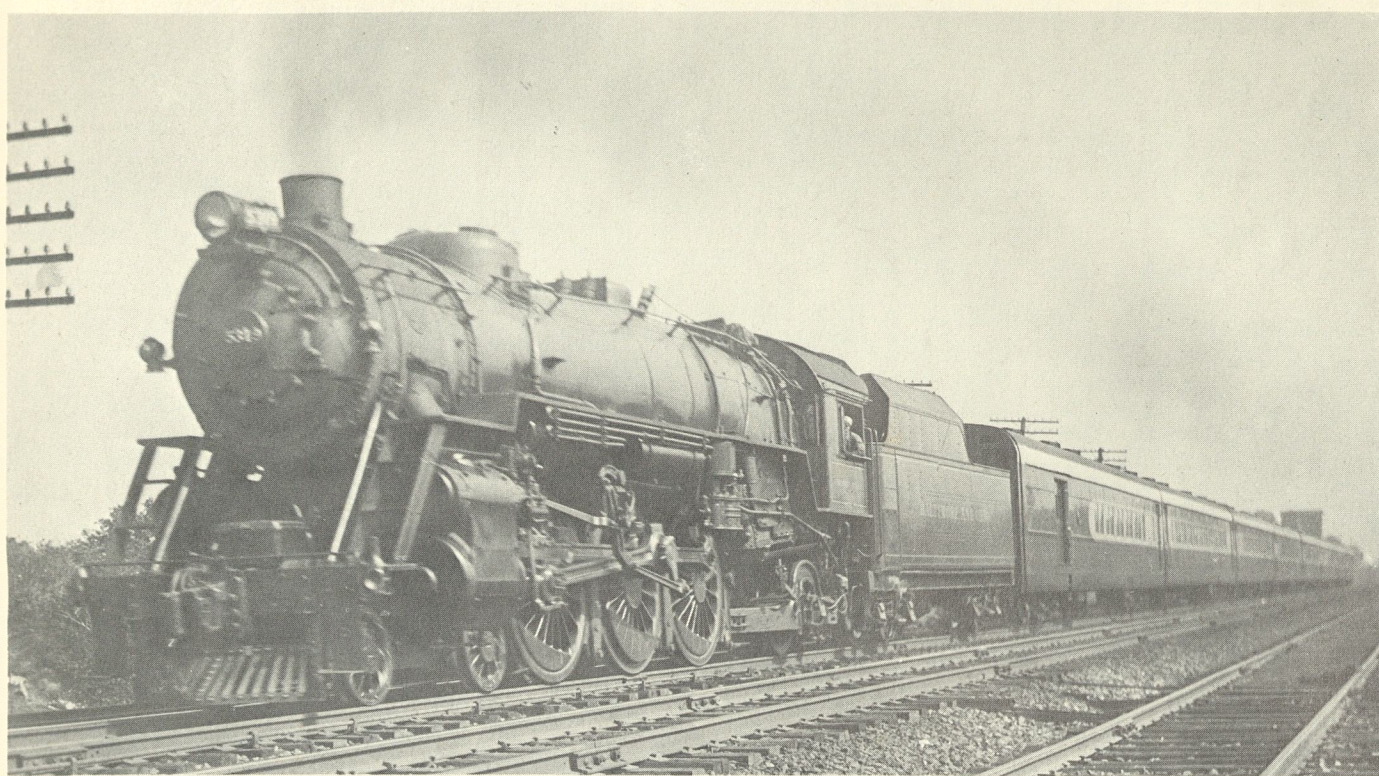
Showing the advancement of a decade in motive power for the Royal Blue trains



*No. 28—THE ROYAL BLUE—Daily.
Observation Car..... Washington to New York.
(Cafe Lounge)..... Washington to New York. (D. R.)
Parlor Car..... Washington to New York.
Dining Car..... Washington to New York.
Coffee Shoppe Car..... Washington to New York.
Recl. Seat Coaches..... Washington to New York.
Combine Coach..... Washington to New York.
(Coach seats reserved free and in advance, if desired.)
Public Telephone and Stewardess Service.



Baltimore and Ohio Railroad, Eastbound Train No. 28 "THE ROYAL BLUE" in a cut near Darby, Pennsylvania in the Summer of 1938.



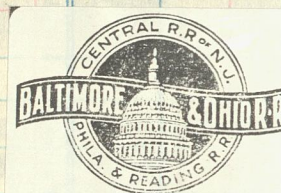
Baltimore and Ohio Railroad Engine No. 5319 pulling Train No. 27 "THE ROYAL BLUE" near Holmes, Pa., October 28, 1937.

Baltimore and Ohio Lord Baltimore No. 2. A 4-6-4 with the "ROYAL BLUE" Train No. 27 westbound through West Falls, Pa. on September 9, 1935. At this point it is on tracks of the Reading Railroad in Philadelphia.

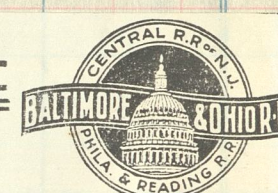
Bruce G. Saylor



The "Pres Pierce" (5312) zips along with #27 near Halethorpe, Md. Aug 10, 1938.

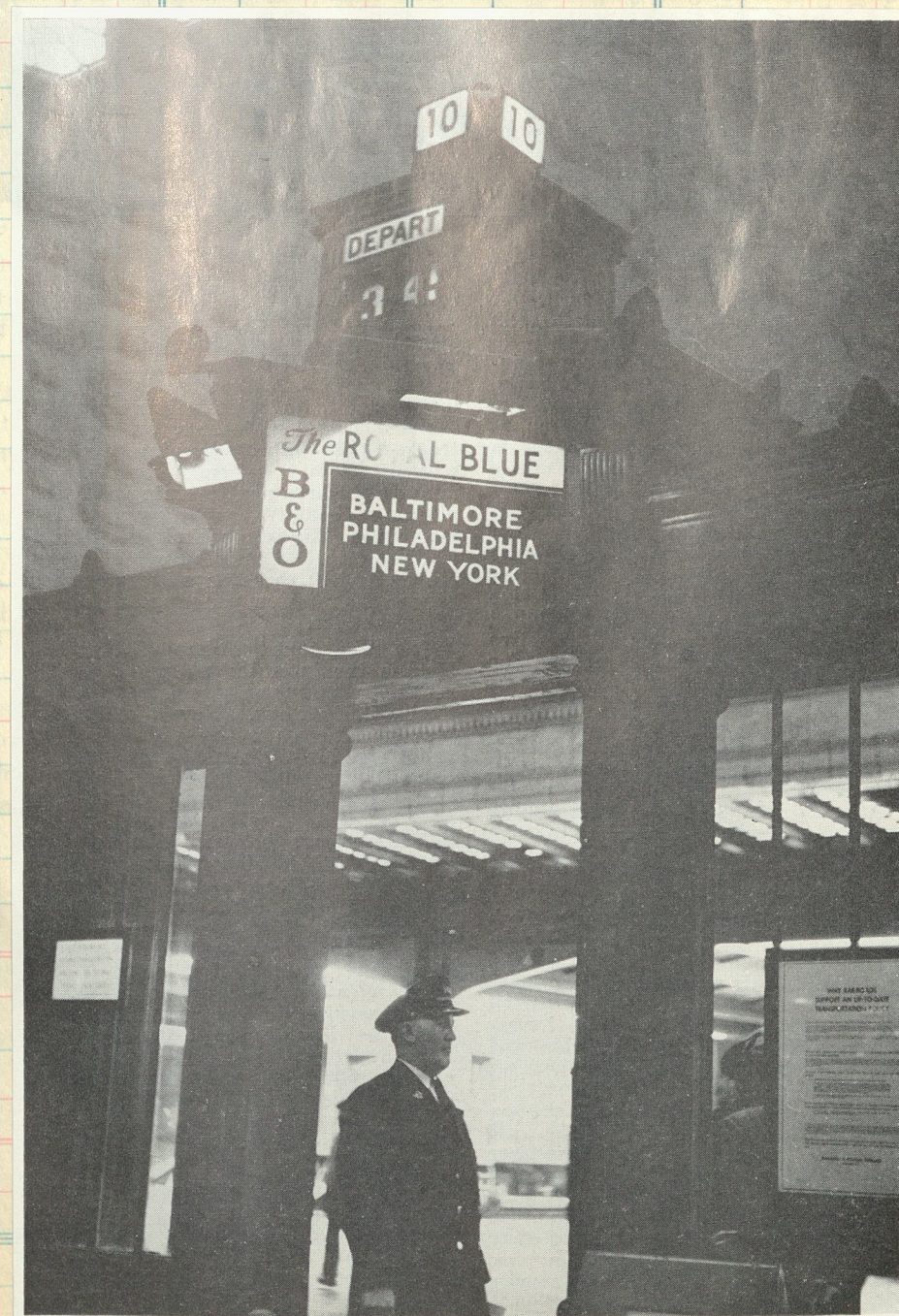
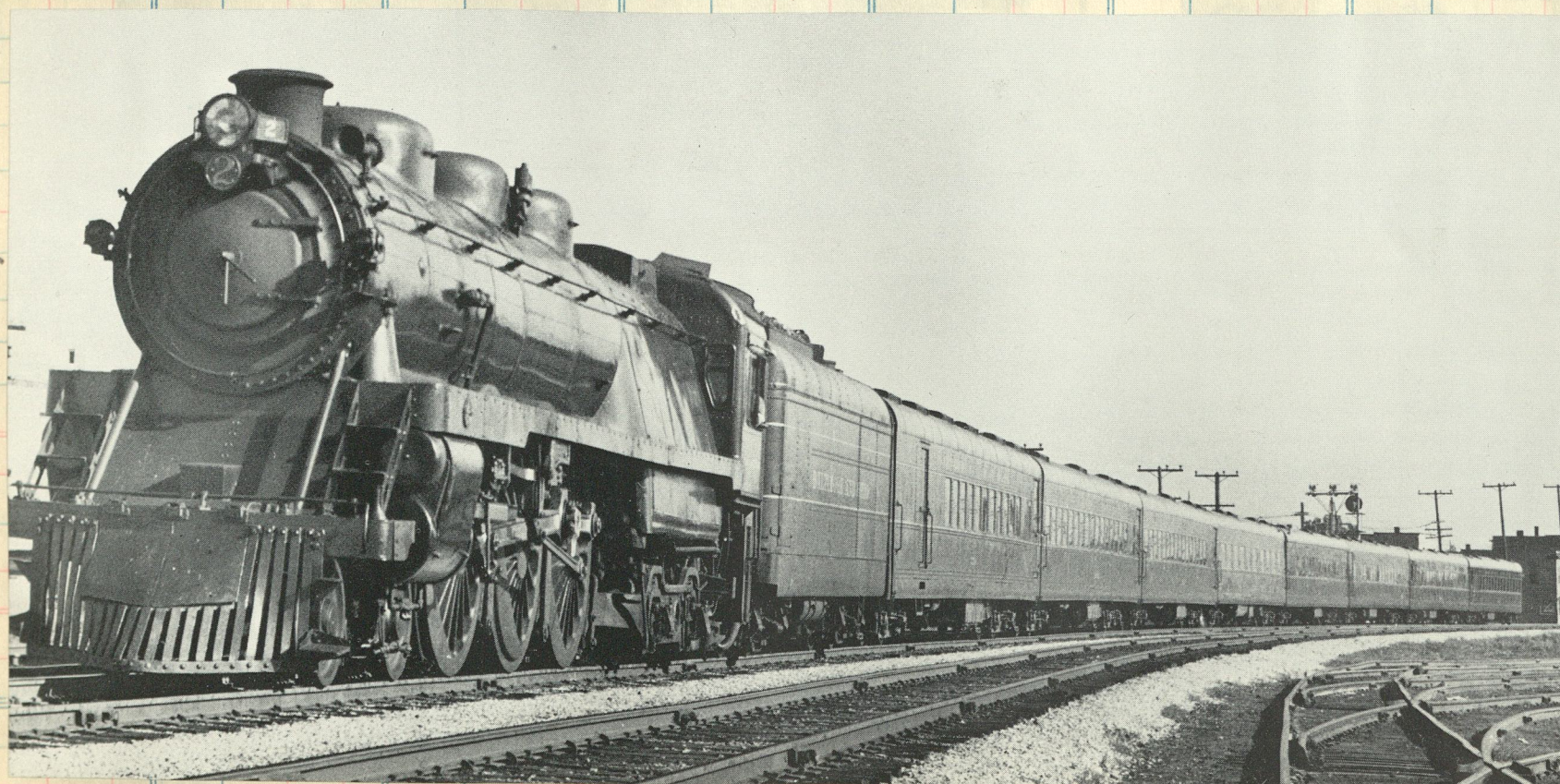


THE ROYAL BLUE LINE



CENTRAL RAILROAD OF NEW JERSEY.
PHILADELPHIA & READING RAILWAY.
... BALTIMORE & OHIO RAILROAD ...

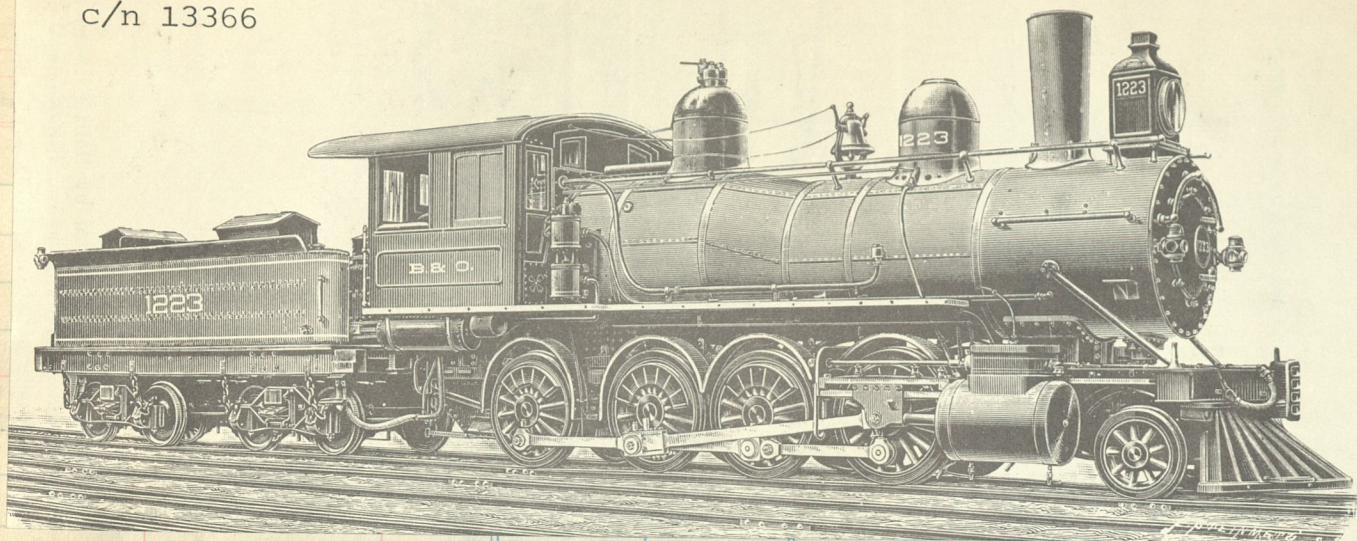
FINEST SERIES OF PASSENGER TRAINS IN THE WORLD.
SPLENDID ROYAL BLUE LINE COACHES... PULLMAN
DRAWING-ROOM PARLOR AND SLEEPING CARS... UNEX-
CELLED BALTIMORE & OHIO DINING CAR SERVICE....
SCHEDULES EASY TO REMEMBER.



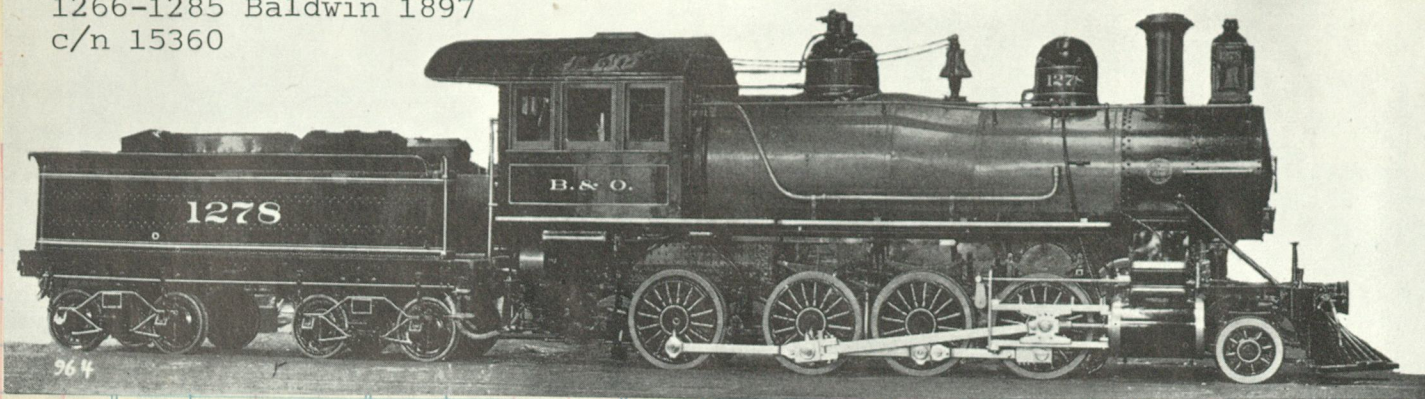
Ara Mesrobian

Washington Union Station, April 26, 1958, on the occasion of the last run of the Royal B.O., from Washington to Jersey City. On that date, the B&O discontinued all passenger service on its main line east of Baltimore in a precedent-shattering move, impelled by economic necessity, and without the usual criticism, the result of the public's regard for that road's passenger policies. Today, similar circumstances are prompting proposals for extensive passenger service curtailments elsewhere, as reported in Main Lines.

Baldwin 1893
c/n 13366

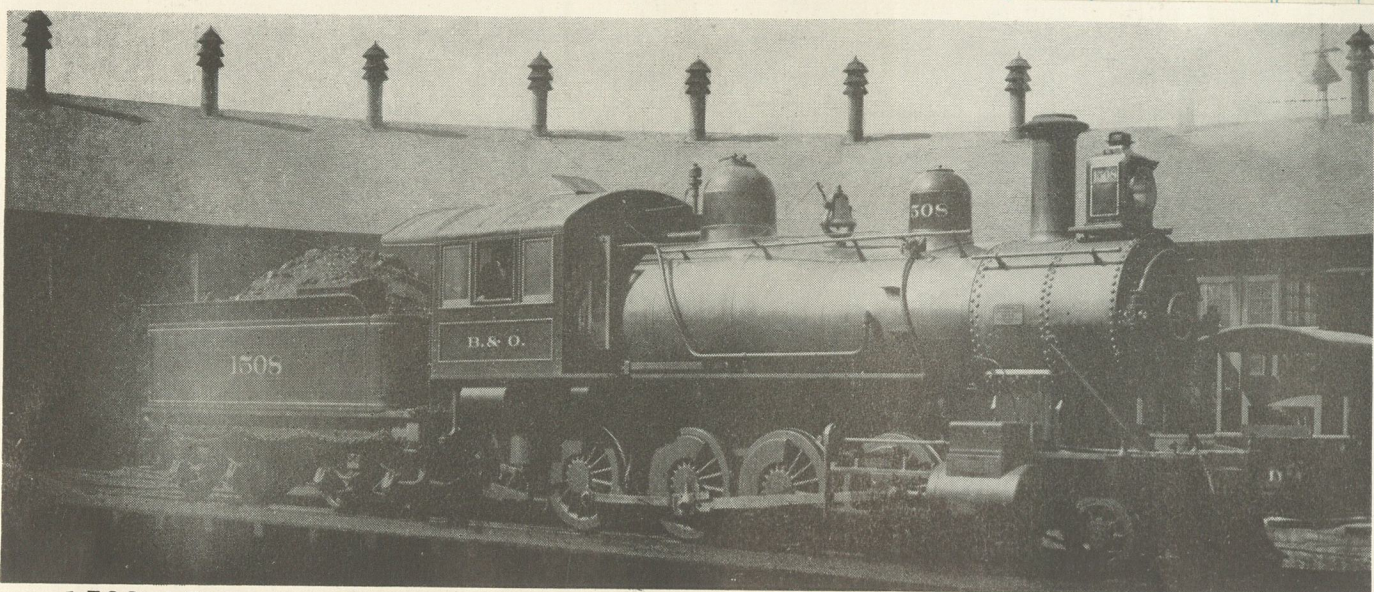
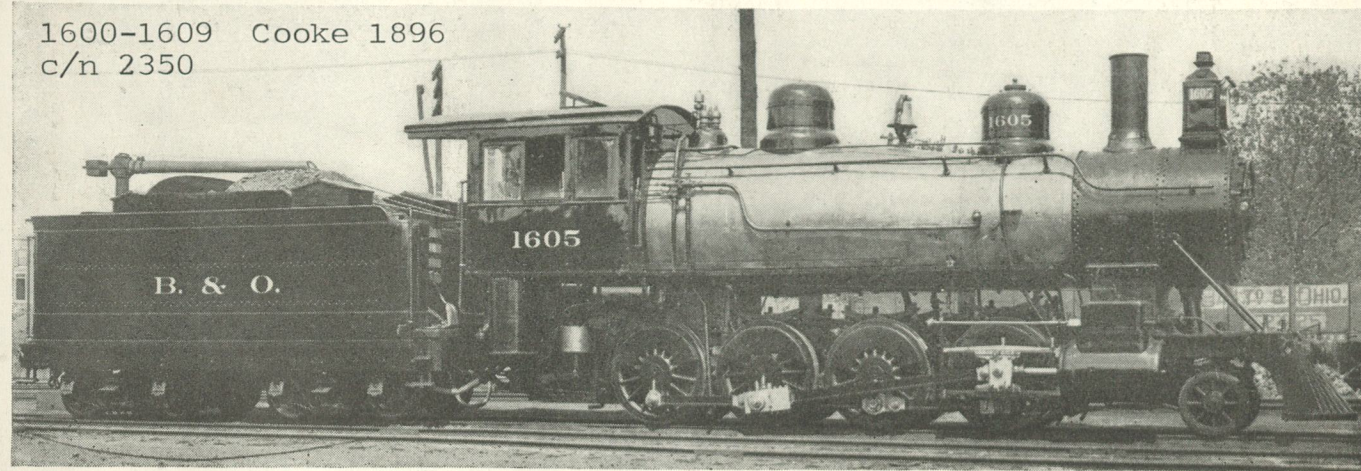


1266-1285 Baldwin 1897
c/n 15360



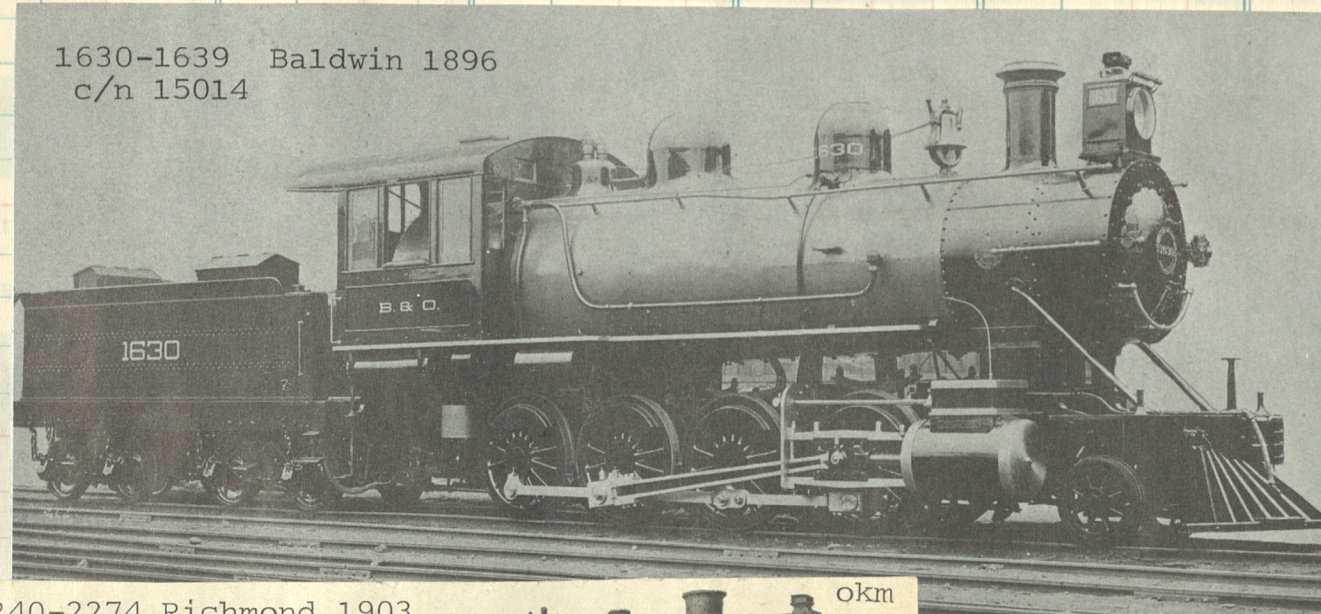
No. Sold Amount

1600-1609 Cooke 1896
c/n 2350

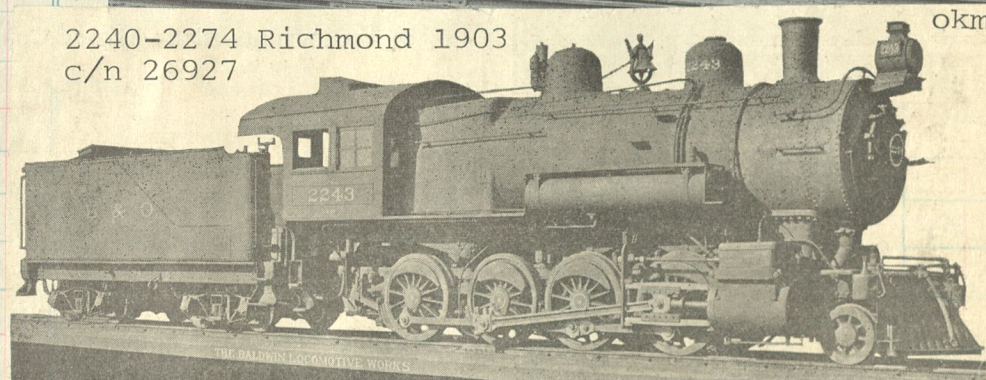


1500-1515 Class E-15, Consolidation, built by Pittsburgh, in 1897. c/n 1727

1630-1639 Baldwin 1896
c/n 15014

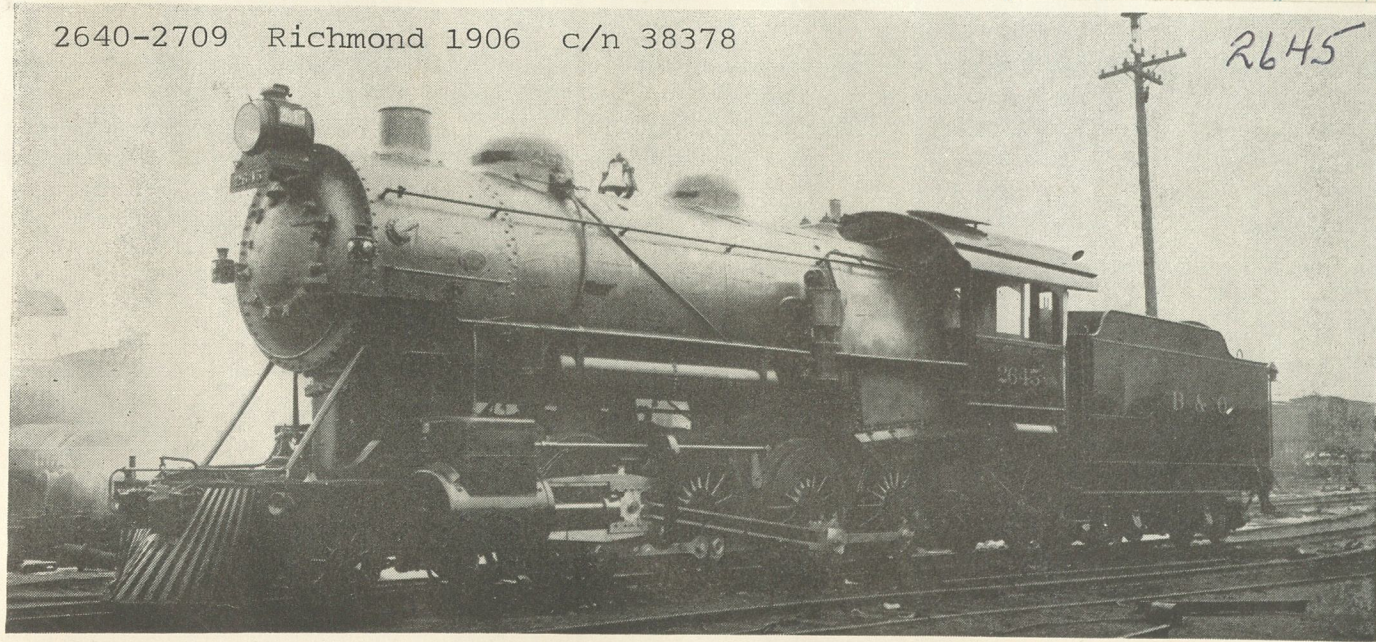


2240-2274 Richmond 1903
c/n 26927



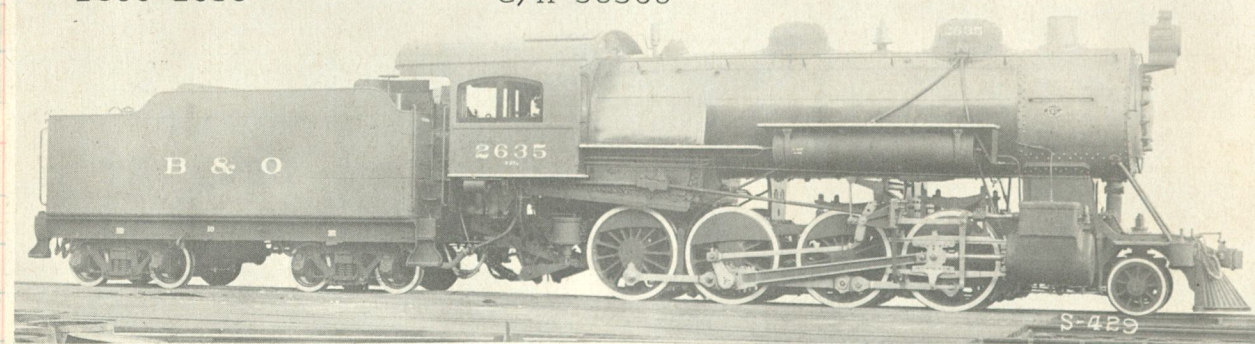
okm

2640-2709 Richmond 1906 c/n 38378

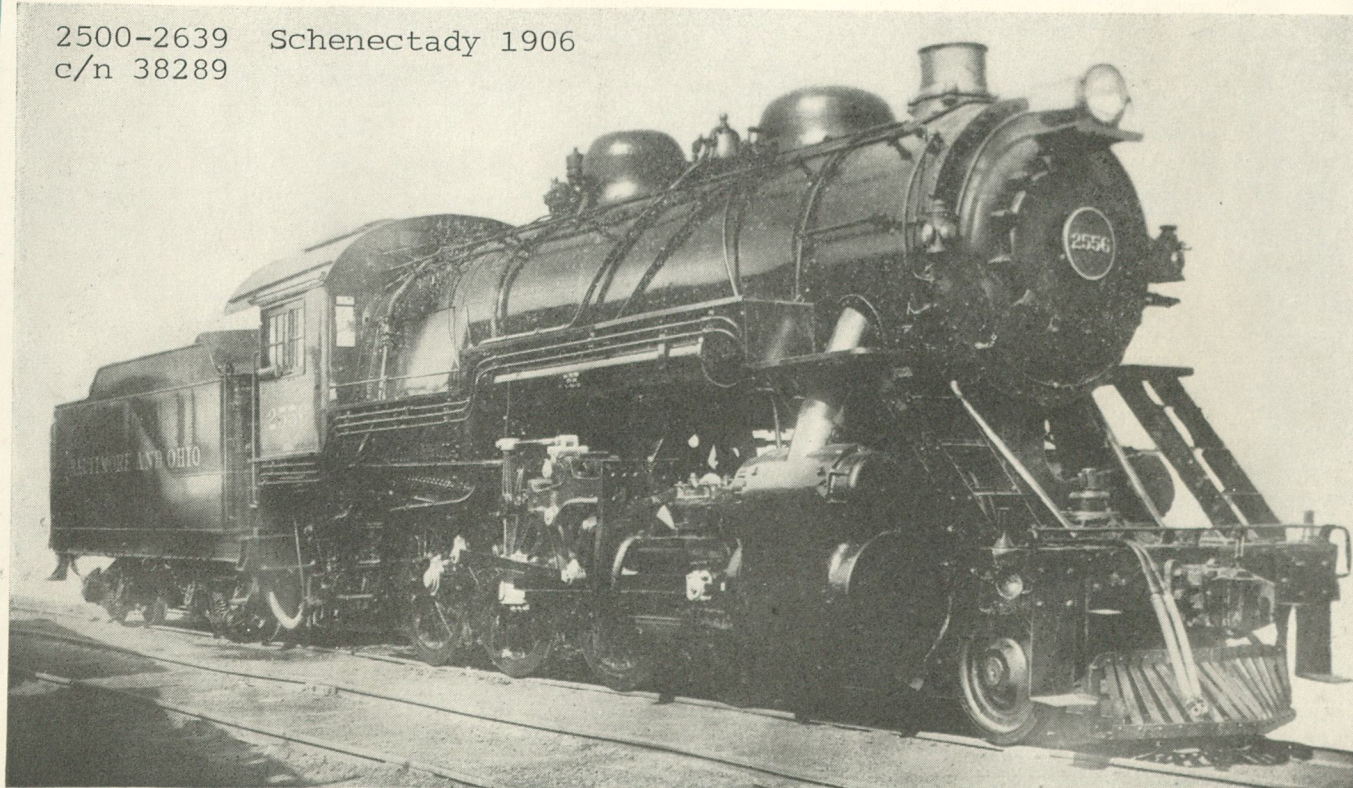


Schenectady 1906

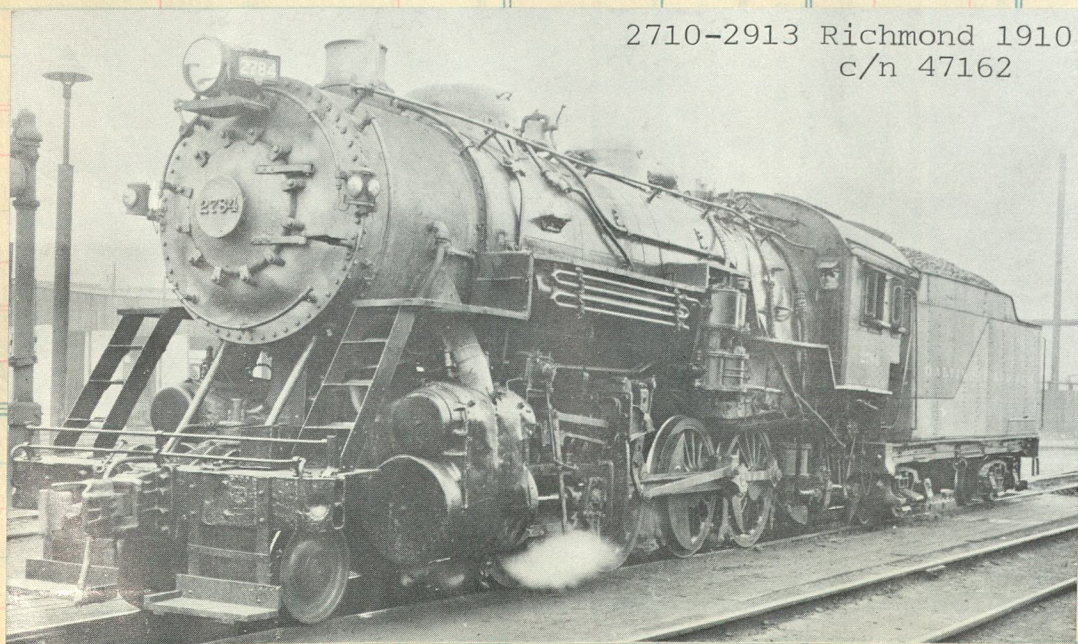
2500-2639 c/n 38368



2500-2639 Schenectady 1906
c/n 38289



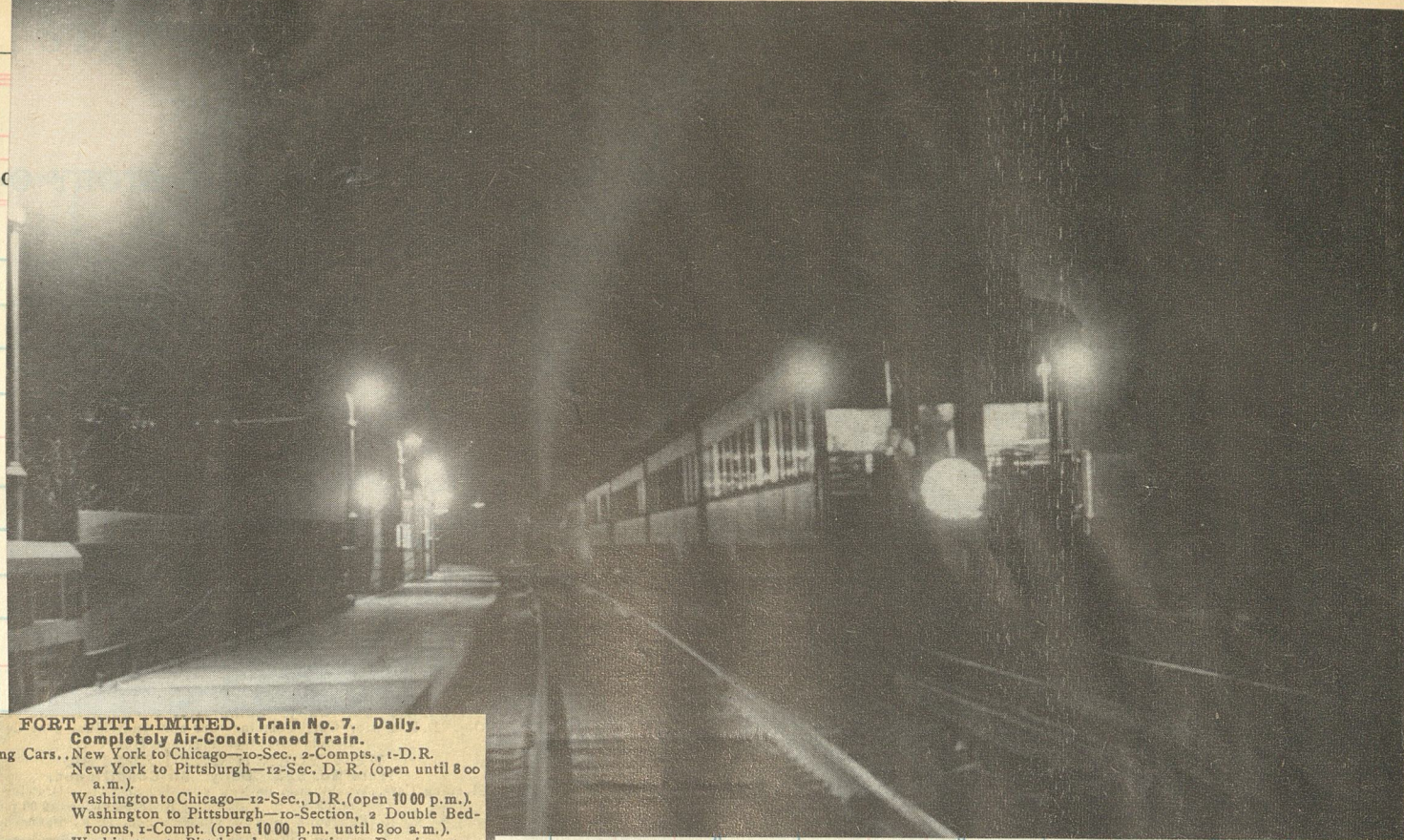
2710-2913 Richmond 1910
c/n 47162



Class No. Sold Am

Amount C

Washington



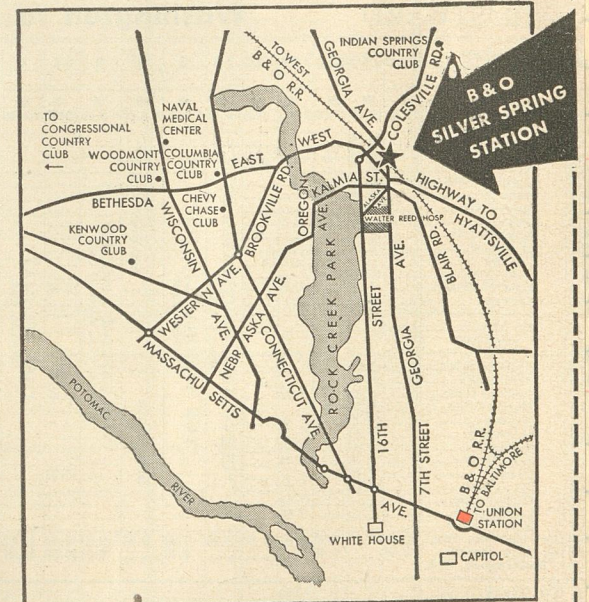
FORT PITT LIMITED, Train No. 7. Daily.
Completely Air-Conditioned Train.
Sleeping Cars... New York to Chicago—10 Sec., 2 Compts., 1 D.R.
New York to Pittsburgh—12 Sec. D.R. (open until 8:00 a.m.).
Washington to Chicago—12 Sec. D.R. (open 10:00 p.m.).
Washington to Pittsburgh—10 Section, 2 Double Bedrooms, 1 Compt. (open 10:00 p.m. until 8:00 a.m.).
Washington to Pittsburgh—12 Section, 1 Drawing-room (except Saturday) (open 10:00 p.m. until 8:00 a.m.).
Lounge Car.... New York to Washington—Drawing-room.
Parlor Car.... New York to Washington and Pittsburgh to Chicago.
Dining Cars.... New York to Philadelphia. Connellsville to Garrett.
Reclining Seat Coach and Combine Coach... New York to Chicago.

GONE ARE THE DAYS: This is Silver Spring, Md., in 1937, and a lone lady passenger enjoys the open observation of Baltimore & Ohio's *Fort Pitt Limited* as the train's Pacific moves out of the Washington suburb for the West. No. 7 left Washington late at night, arrived in Chicago in time for dinner next day.

Silver Spring



**SAVE TIME AND TROUBLE, USE CONVENIENT
SILVER SPRING STATION
WHEN TRAVELING BETWEEN
WASHINGTON and THE WEST**

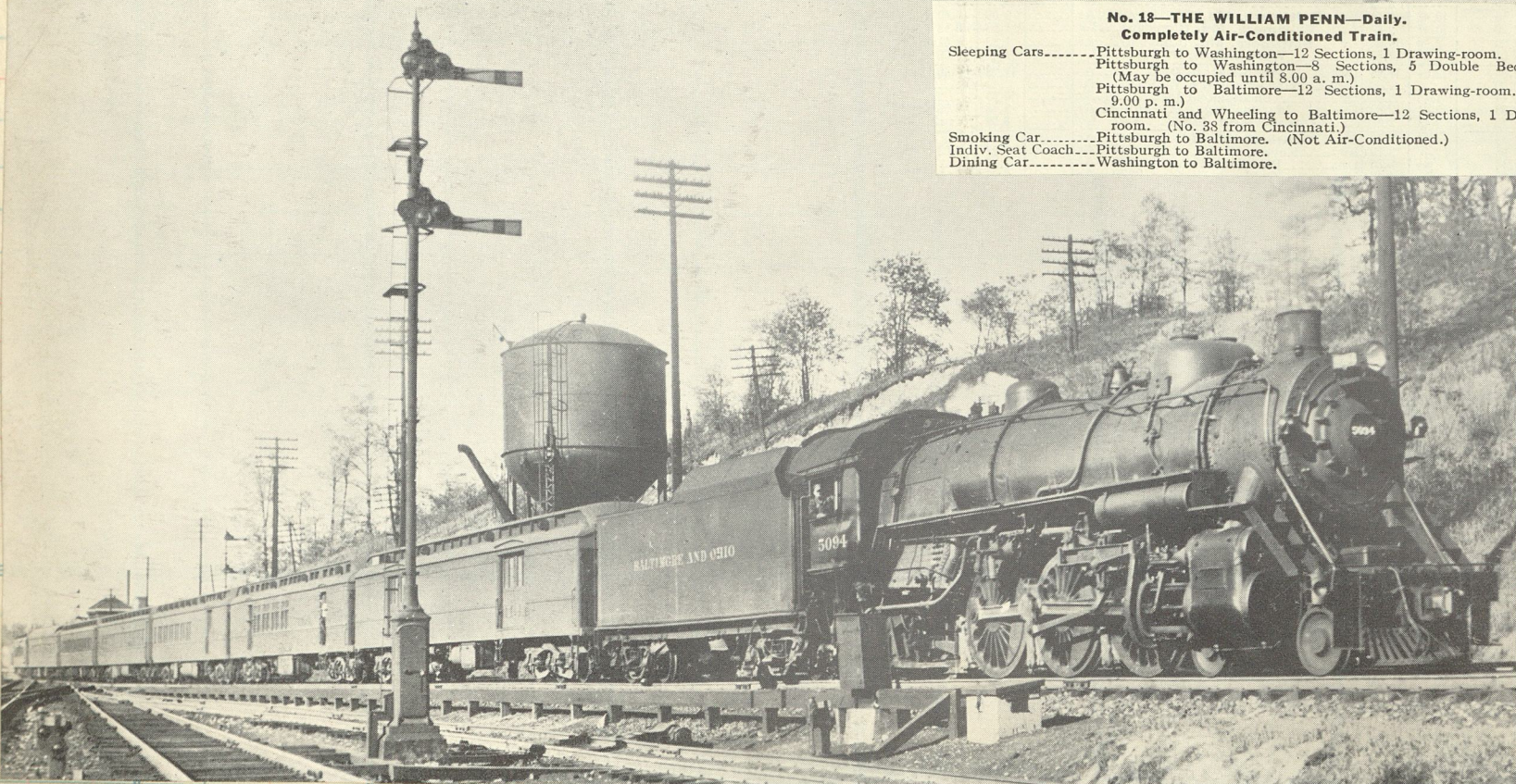


Located in the Northwest Suburbs, Silver Spring Station is a regular stop for all B & O trains to and from the West. You can get information here, make reservations, check baggage. There are ample parking facilities and taxi service.

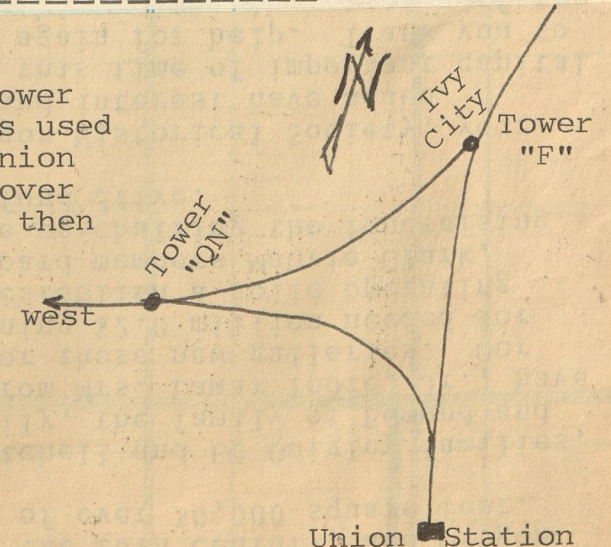
**No. 9 leaves
Silver Spring**

THE SHENANDOAH, Train No. 9. Daily.
Completely Air-Conditioned Train—Stewardess-Nurse.
Club Car.... New York to Chicago.
Sleeping Cars... New York to Chicago—8 Sec., 2 Compts., 1 D.R.
New York to Chicago—12 Section.
Pittsburgh to Chicago—8 Section, 4 Double Bedrooms (open 10:00 p.m.).
Akron to Chicago—12 Section, D.R. (open 9:30 p.m.).
Dining Cars... New York to Connellsville. Garrett to Chicago.
Reclining Seat Coach... New York to Chicago.
Coach..... New York to Chicago.

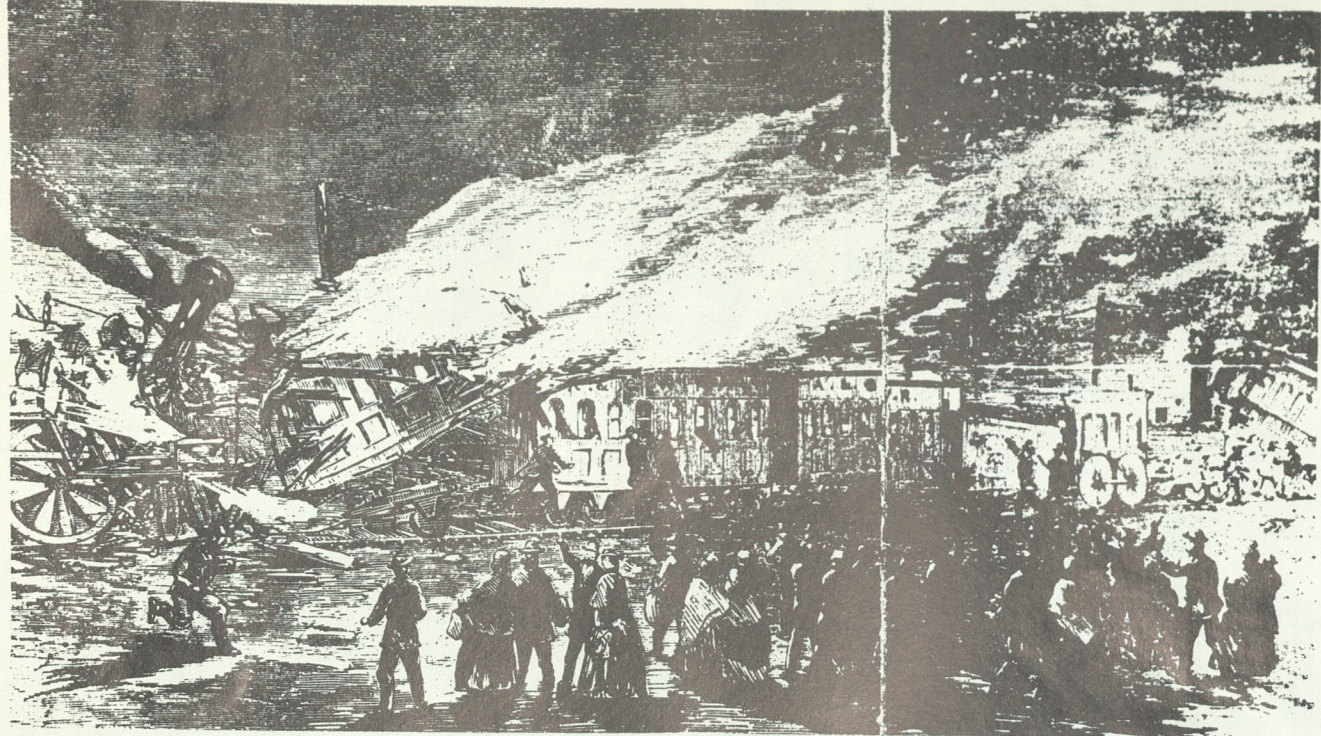
No. 18—THE WILLIAM PENN.—Daily.
Completely Air-Conditioned Train.
Sleeping Cars..... Pittsburgh to Washington—12 Sections, 1 Drawing-room.
Pittsburgh to Washington—8 Sections, 5 Double Bedrooms.
(May be occupied until 8:00 a.m.).
Pittsburgh to Baltimore—12 Sections, 1 Drawing-room. (Open 9:00 p.m.).
Cincinnati and Wheeling to Baltimore—12 Sections, 1 Drawing-room. (No. 38 from Cincinnati.)
Smoking Car..... Pittsburgh to Baltimore. (Not Air-Conditioned.)
Indiv. Seat Coach... Pittsburgh to Baltimore.
Dining Car..... Washington to Baltimore.



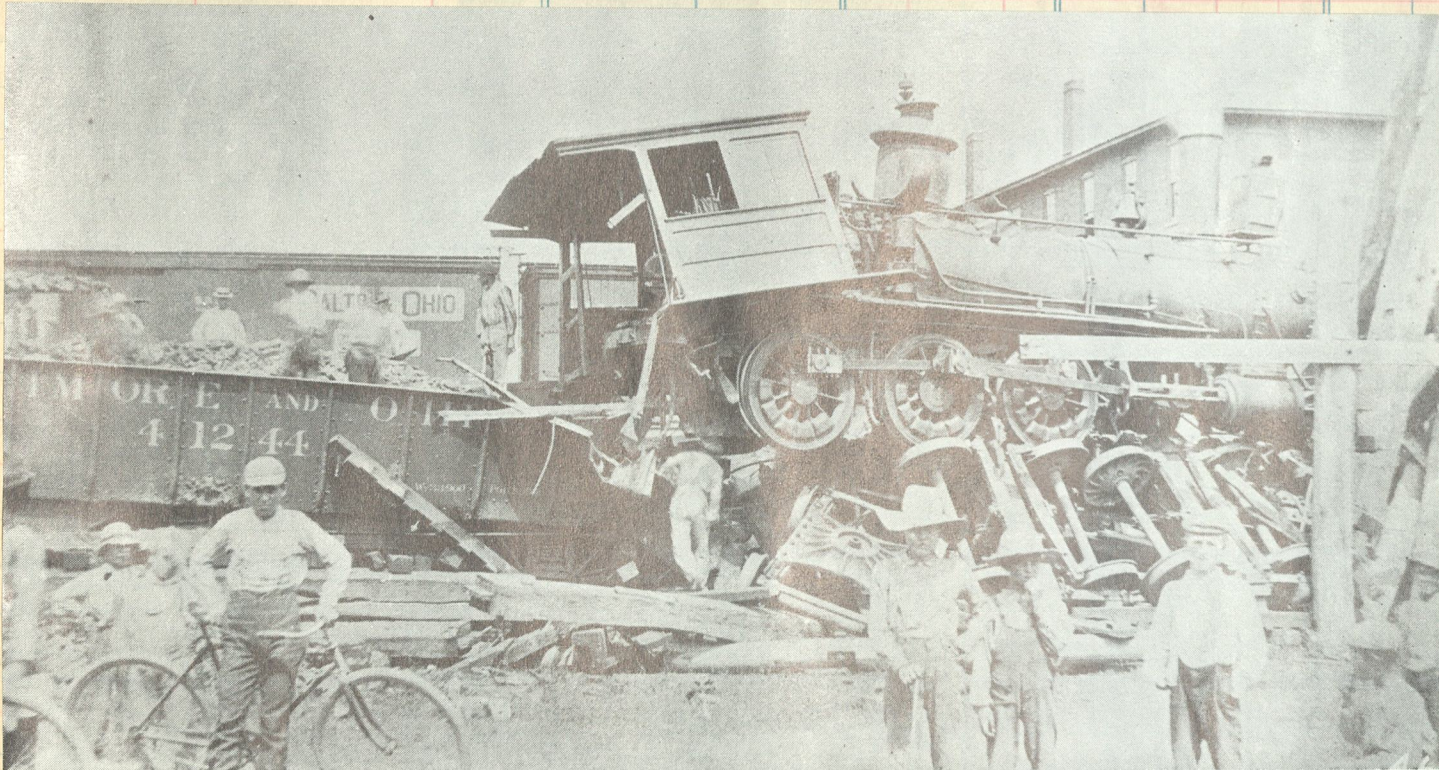
#18 is standing just past "QN" tower on the 'Washington Wye' which was used by all through trains to reach Union Station. From here #18 will run over to Tower "F", near Ivy City, and then back into Union Station.



LOCKLAND WRECK OF 100 YEARS AGO



A FEW MINUTES AFTER THE IMPACT of a rear end collision, kerosene from the engine *Franklin's* headlamp ignited, turning the telescoped rear sleeping car into a blazing torch. When the fire finally burned itself out, all of the cars of the *Lightning Express* were reduced to smoldering, charred ruin. This fiery disaster occurred just north of Cincinnati on the C. H. & D. (now the B & O) on Nov. 21, 1867.

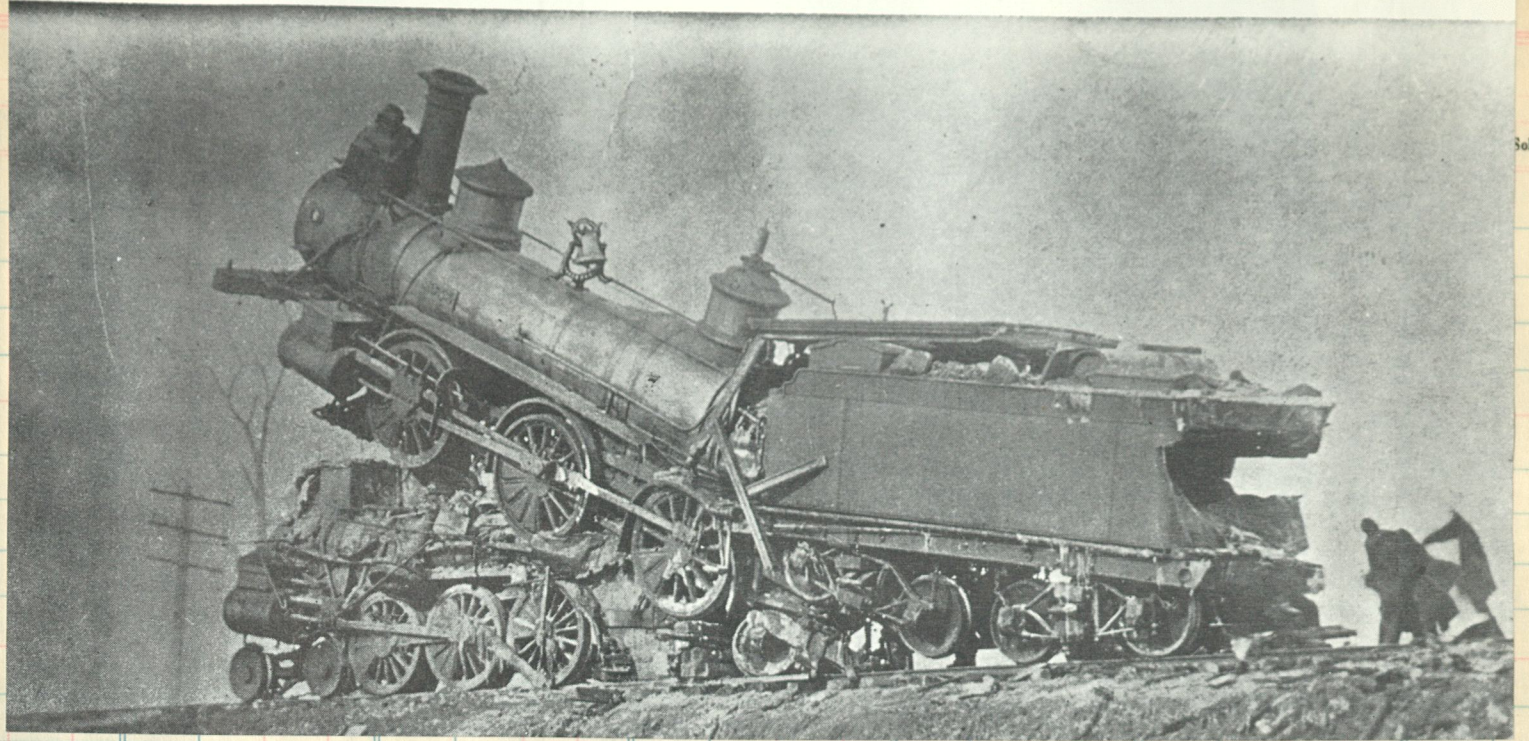


THIS B & O LOCOMOTIVE went on a runaway rampage in the middle of Chillicothe, Ohio, tearing up a couple of new engines and several freight cars.

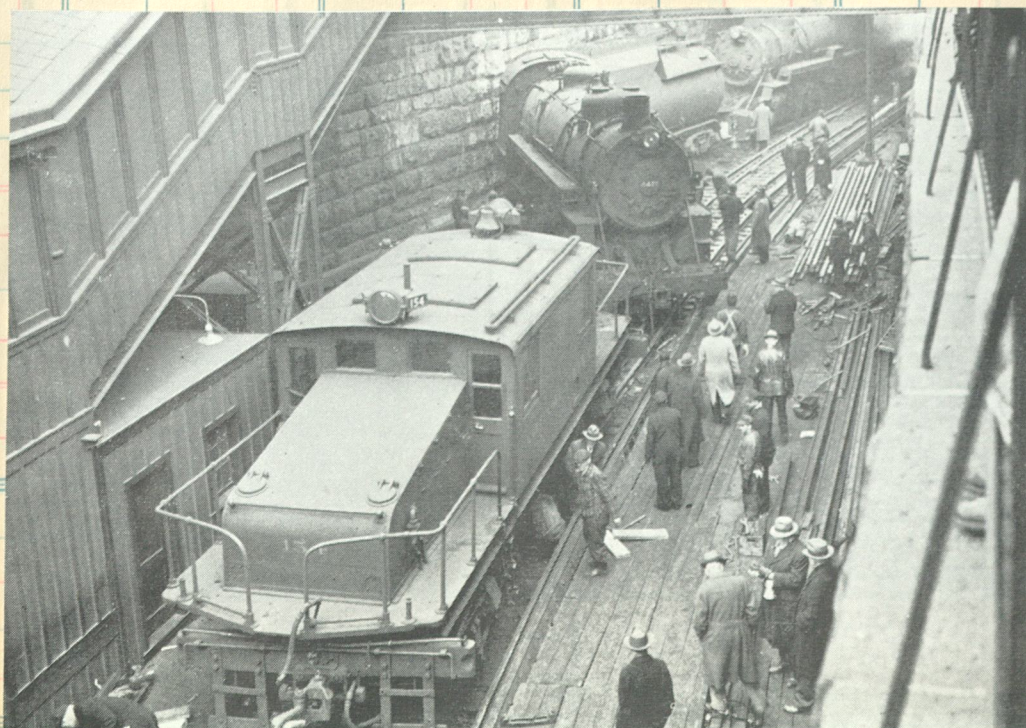
A B & O ENGINE AND TENDER lie upside down in the stream beneath the Carrolton Viaduct at Gwynn's Falls, Md. A side collision on the bridge on Aug. 13, 1900, sent them tumbling into the deep ravine.



IN A BLINDING SNOWSTORM near Coburg, Ind. in 1886 these double-heading B & O engines smacked into the rear of another train. The men at the rear of the tender are carrying a fireman who was killed.



Two views of a passenger train pileup at Washington in 1887



THIS MESSY DERAILMENT, at the height of wartime traffic, stopped all trains from entering the Baltimore tunnel. The scene is near Camden Station, Baltimore, December 1943.

BIG SIXES

2-10-2

NYCS
A P A-46

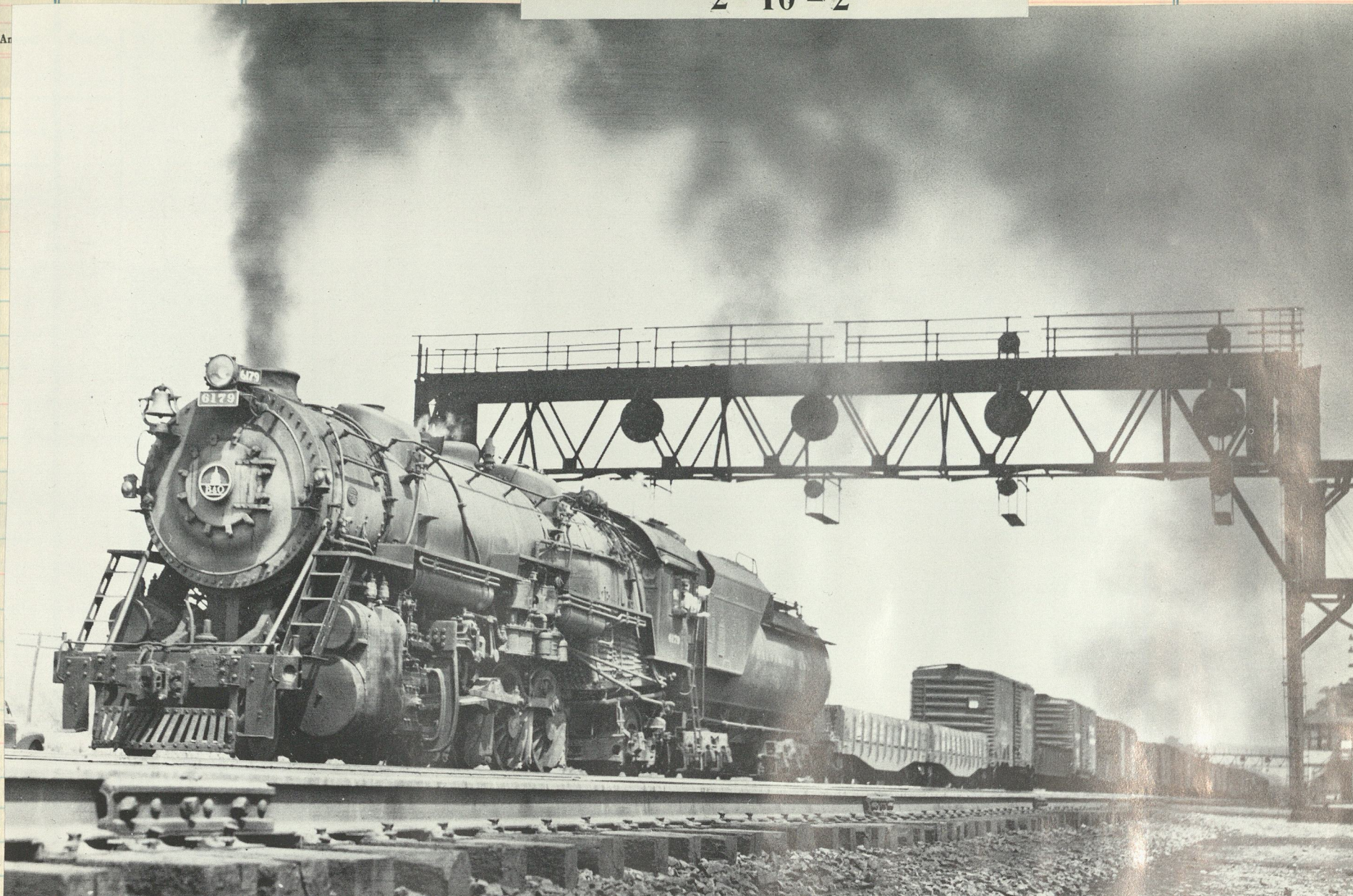
7-47 1000 bks. (Eureka 4423)
Printed in U. S. A.

CUT HERE
To Make
Short Sheet

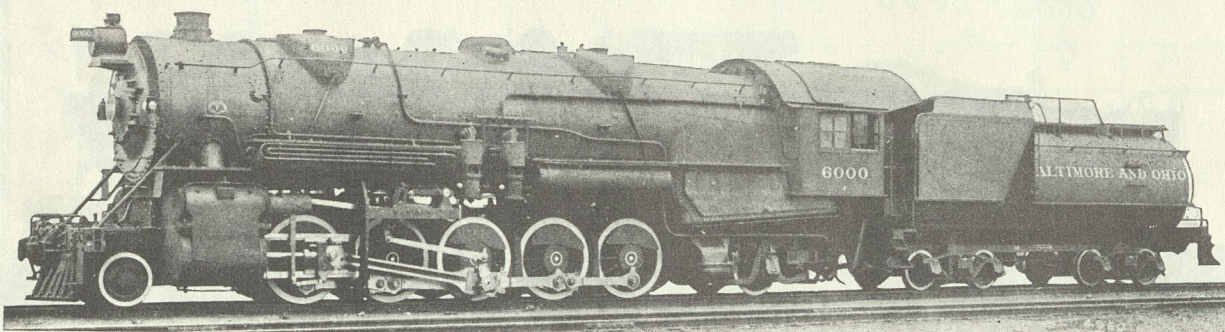
119

Clos. No. Sold Amount Clos. No. Sold Amount

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount



A "Big Six" #6179, LIMA 1926 c/n 7054, rolls tonnage thru the interlocking at Hancock, Md.

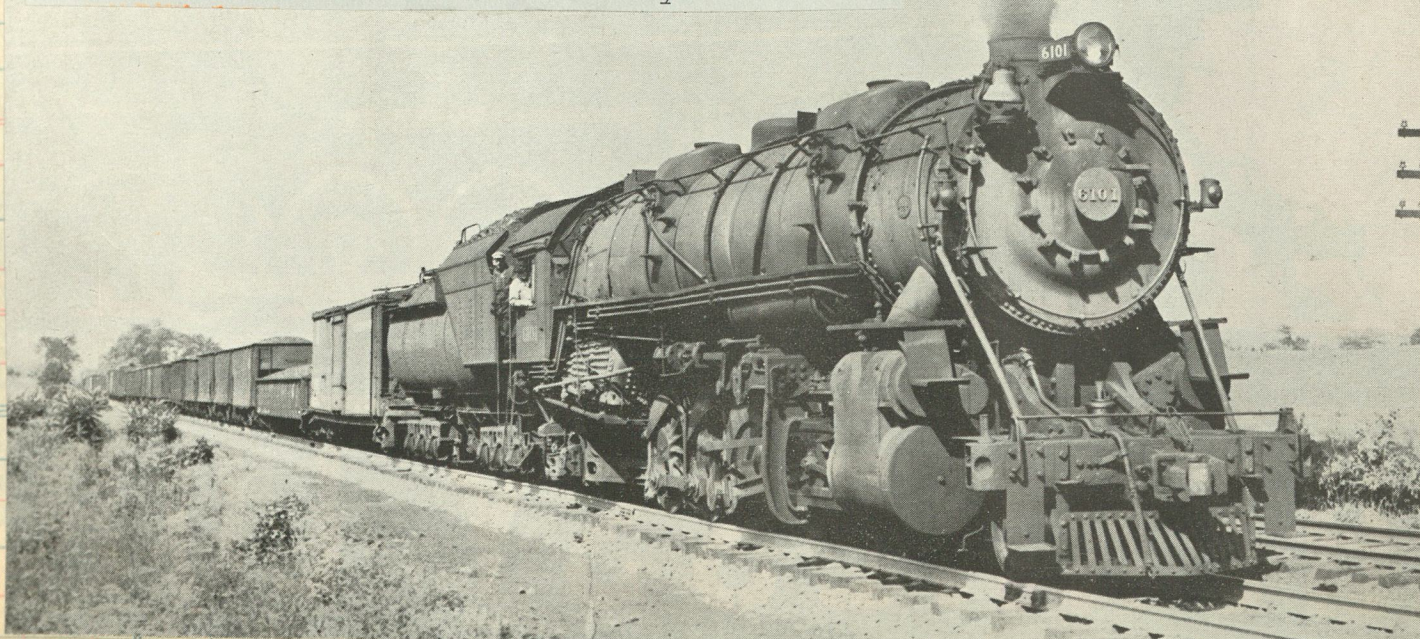


SANTA FE TYPE FREIGHT LOCOMOTIVE
6000-6030 c/n 41309 Baldwin 1914
31 Locomotives like the above are being fired by Street Stokers

Cylinders	30 x 32 in.
Driving wheels, diameter	58 in.
Steam pressure	200 lbs.
Boiler diameter	90 in.
Tubes, length	23 ft.
" number	48-5 1/2 in.
" " "	260-2 1/4 in.
Heating surface, tubes	5,215 sq. ft.
" " fire box	258 sq. ft.
" " combustion chamber	65 sq. ft.
" " arch tubes	35 sq. ft.
" " total	5,573 sq. ft.
" " superheater	1,829 sq. ft.
Fire box	182 x 96 in.

Grate area	88 sq. ft.
Wheel base, driving	21 ft.-0 in.
" " engine	40 ft.-3 in.
" " and tender	76 ft.-6 in.
Weight, leading	22,700 lbs.
" driving	386,800 lbs.
" trailing	46,500 lbs.
" engine	406,000 lbs.
" tender	178,000 lbs.
Tender capacity, water	10,000 gals.
" coal	16 tons
Maximum tractive power	84,000 lbs.
Factor of adhesion	3.98

Climbing the 'Williamsport Hill' northbound to Hagerstown on the Western Maryland



6100-6149 c/n 57214 Baldwin 1923



2-10-2 TYPE LOCOMOTIVE, BALTIMORE & OHIO RAILROAD
Cylinders, 30" x 32" Water heating surface, 5,270 sq. ft.
Driving wheels, diameter, 64" Superheating surface, 1,512 sq. ft.
Steam pressure, 220 lb. Weight on drivers, 347,280 lb.
Grate area, 88 sq. ft. Weight, total engine, 436,510 lb.
Tractive force, 84,260 lb.

6150-6174 c/n 6700 LIMA 1924

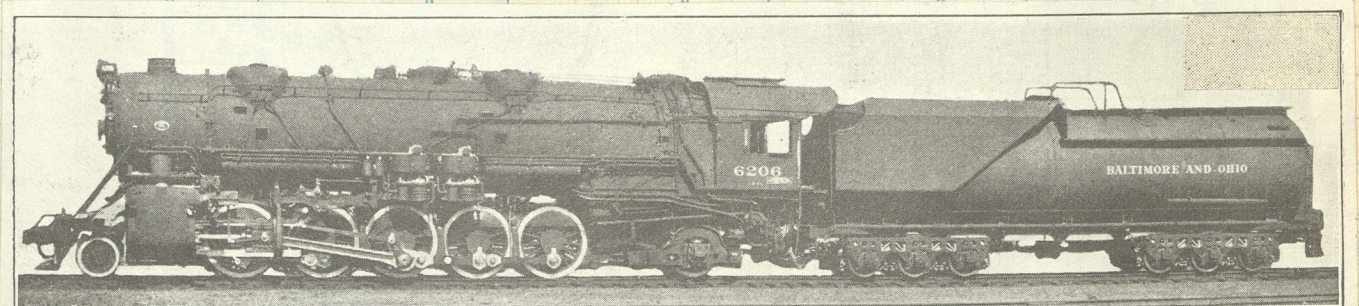
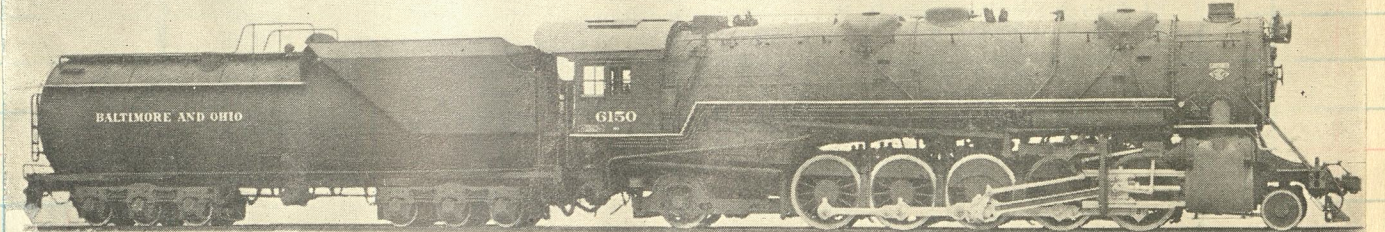
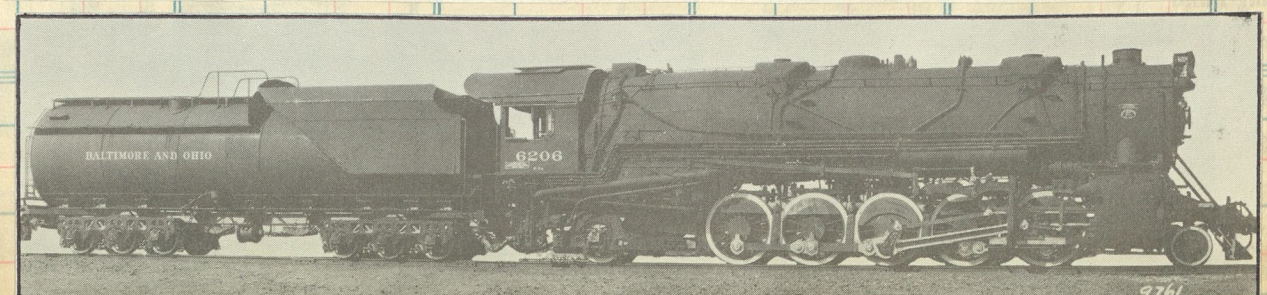
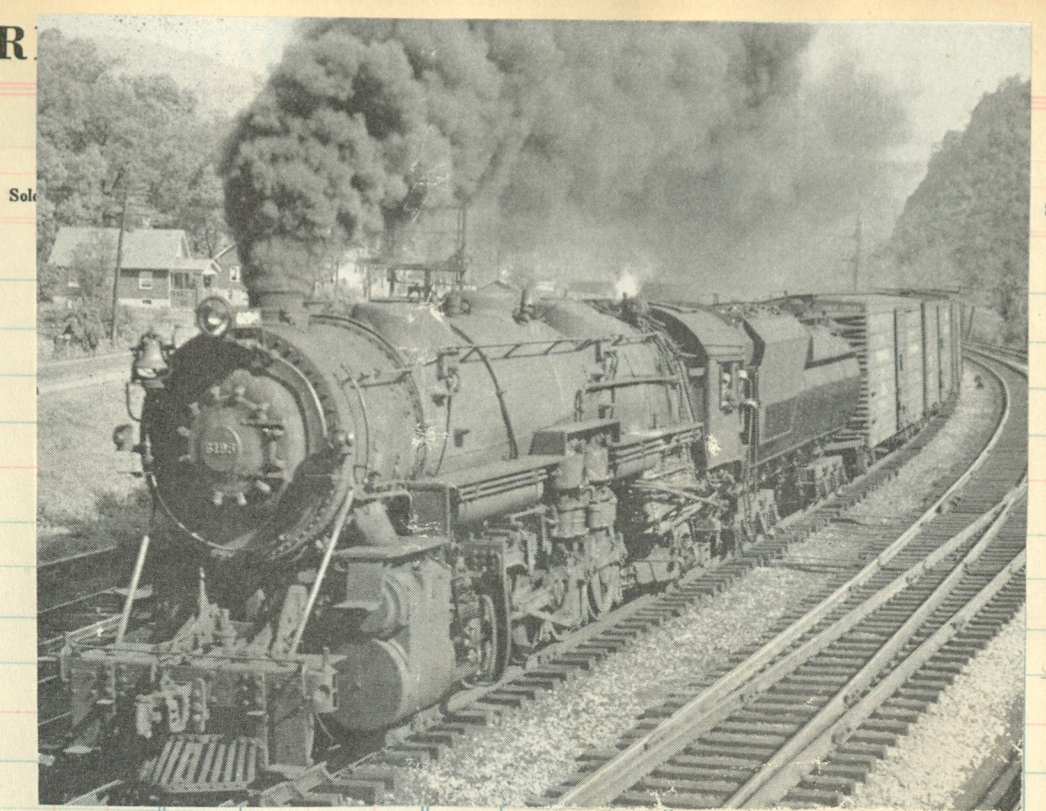


Fig. 114—Baltimore & Ohio 2-10-2 (Santa Fe) Type Locomotive, Class S1A, for Freight Service. Built by The Baldwin Locomotive Works.

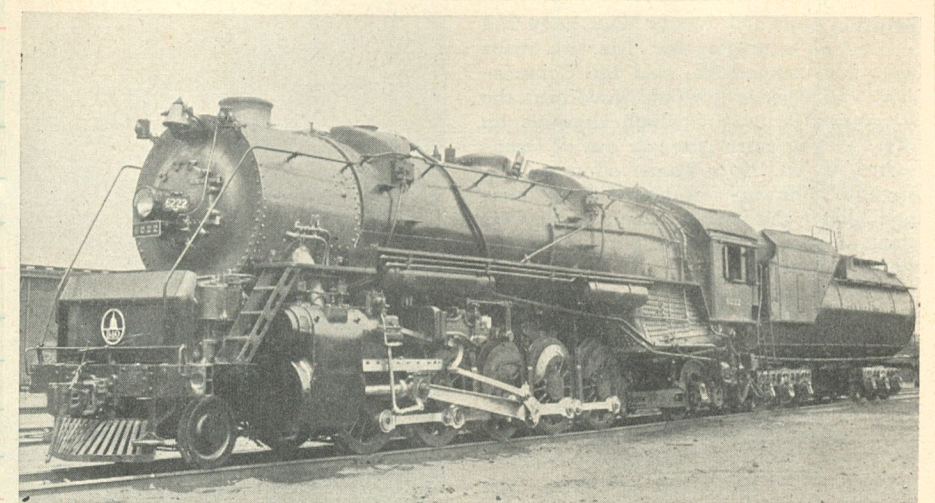
6200-6224 c/n 59062 Baldwin 1926

Cylinders, diameter and stroke	29 3/4 in. x 32 in.	Driving wheel base	22 ft. 4 in.
Tractive force	84,260 lb.	Total engine wheel base	42 ft. 11 in.
Cylinder horsepower	3,568 hp.	Fuel	Soft coal
Drivers, diameter	64 in.	Grate area	88 sq. ft.
Weight on drivers	346,350 lb.	Steam pressure	220 lb.
Weight on front truck	34,180 lb.	Evaporative heating surface	5,270 sq. ft.
Weight on trailing truck	59,810 lb.	Superheating surface	1,512 sq. ft.
Total weight of engine	440,340 lb.	Tender capacity	15,800 gal.—23 tons

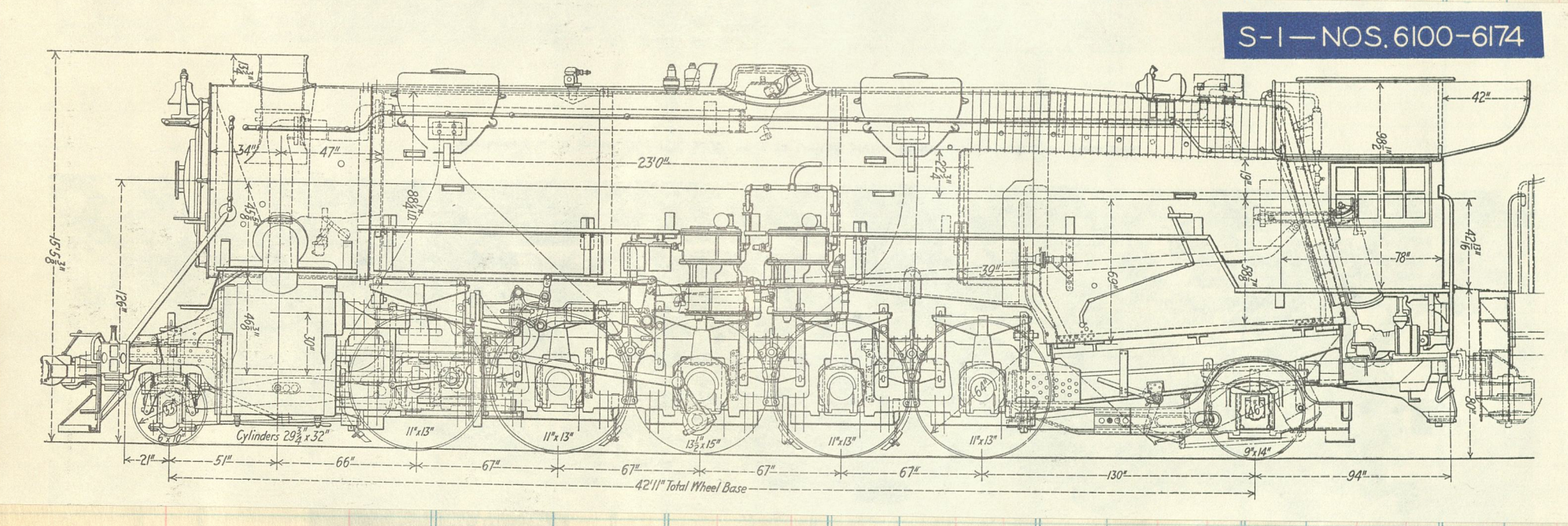




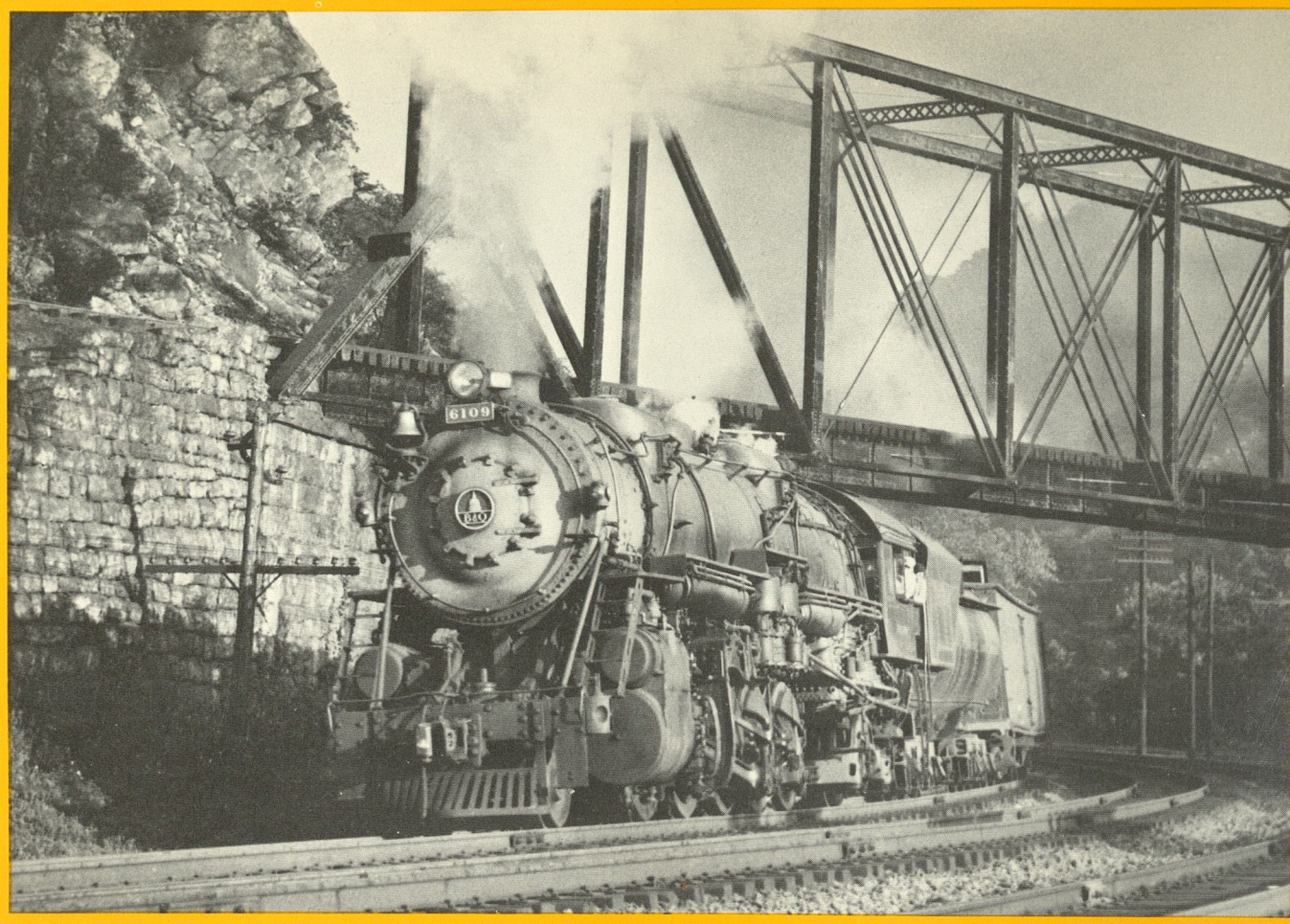
6193



The Baltimore & Ohio has recently rebuilt two of its Class S-1 2-10-2's with solid frames, integral cast cylinders, lightweight rods and new crossheads. S-1b No. 6222, shown here, and sister S-1c No. 6105 have both received the new B&O look by having their pumps placed on the pilot beam, their bell hung ahead of the stack, their headlight centered, and a B&O emblem added.



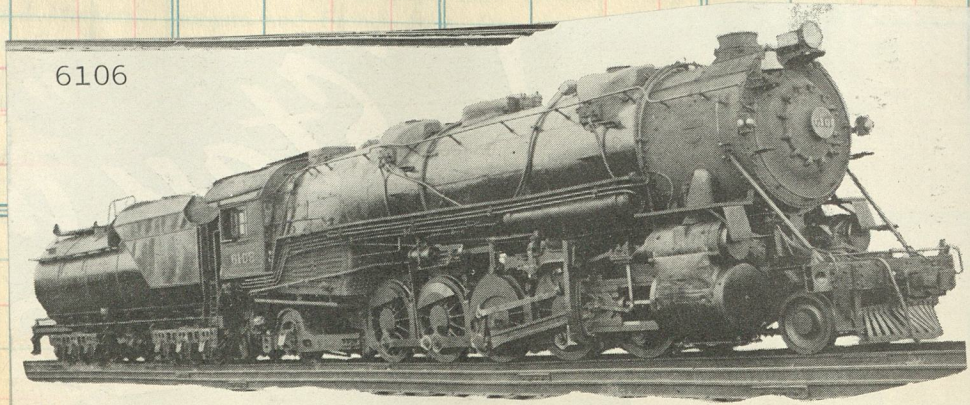
Those were wonderful days when the 'Big Sixes' lifted train after train of coal over Sand Patch. Here near Fairhope, Pa., in a routine operation, the 6131 thunders upgrade assisted by the 6192 and 6202.



Westbound tonnage swings along under the Western Maryland's State Line branch at Eckhart Jct., west exit of the Cumberland "Narrows".



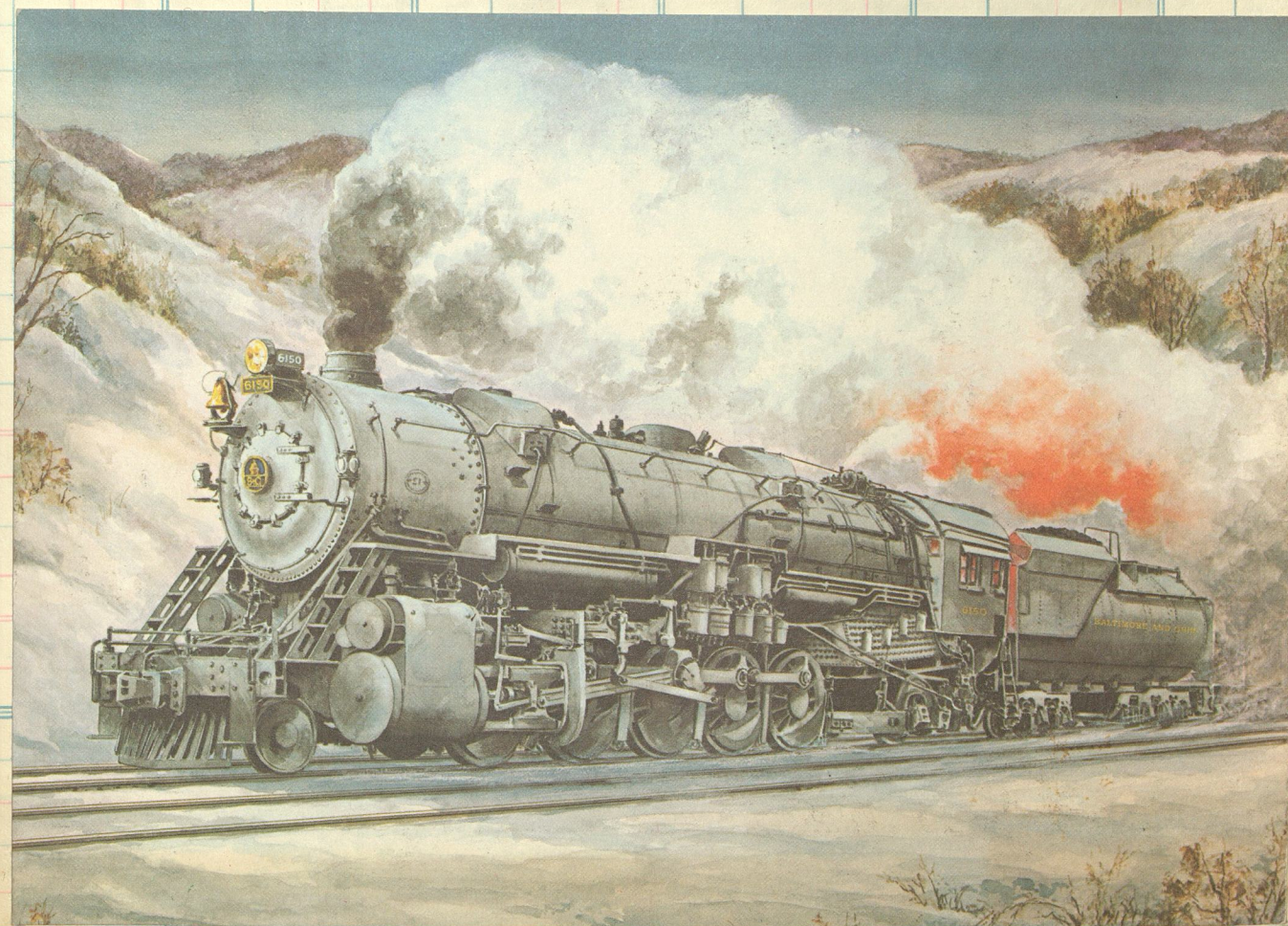
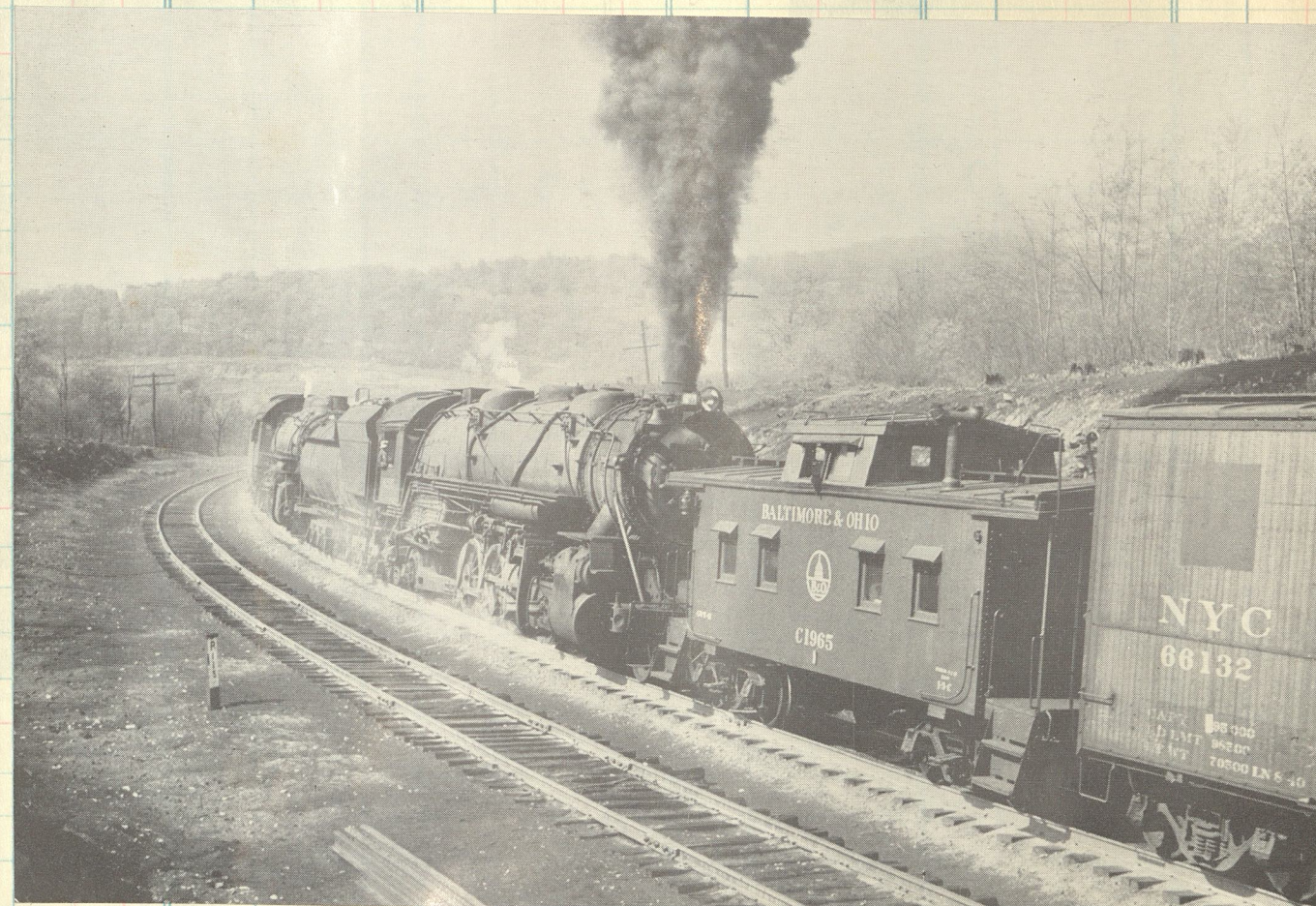
Sand Patch pushers, 6135 & 6145



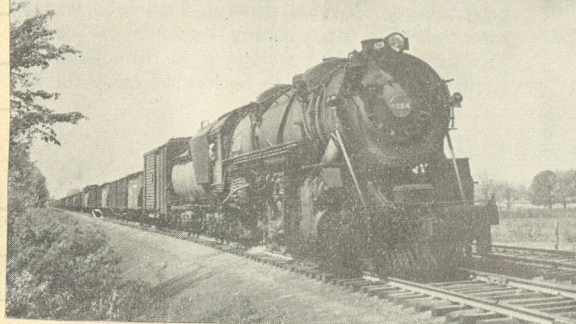
6106



Hard at work, the 6119 near Hyndman



Com. No.



Big Six 505 blackens the sky at Warwick, Ohio as it takes Train 196's 79 cars east on a hot schedule, April 13, 1957.

Harold J. Stirton

Sold	Amount	Clos. No.	Sold
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A pair of Big Sixes, 6144 and 6209, work 135 cars of Trn #89 westbound past Mt. Savage, Maryland on May 15, 1952



#6157 on Schenley hill-Pittsburgh

Colonial Dining Cars for Baltimore & Ohio

Unique and Attractive Effect from Harmonious Colonial Treatment of Finish and Furniture

1923

THE BALTIMORE & OHIO has recently placed in service two new dining cars of all-steel construction which have attracted considerable attention and exceedingly favorable comment for their unique and artistic finish which is in the colonial style. These cars are the outcome of an



Every Detail Harmonizes Perfectly and Adds to the Colonial Atmosphere

idea which some of the railroad officers have had under consideration for some time. Bearing in mind the thought that the B. & O. traverses a section of the country that is particularly rich in historical interest and associations reaching back well into colonial times and the fact that the road's important trains pass through or reach the national capital, it seems most appropriate to bring some of this atmosphere into the design of the passenger equipment.

These dining cars were built by the Pullman Company but the design was worked out with the assistance of railroad officers and several recognized authorities in colonial archi-

ture, furniture and decoration. The time and attention given to the details of design have produced a result that is noticeably simple and beautiful. It is questionable whether any dining cars previously built have been so artistically pleasing in their interior finish and equipment. They have been most fittingly named the Martha Washington and the Mount Vernon, names about which so much of the nation's earlier history clusters.

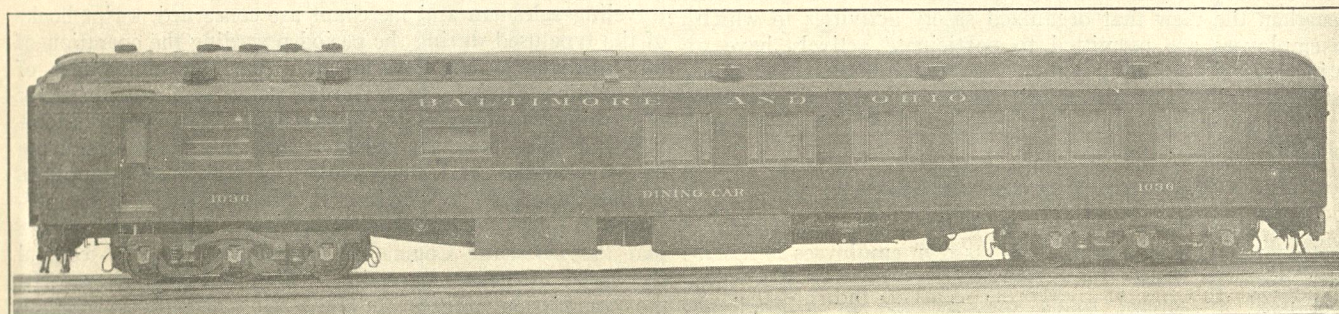
The colonial atmosphere is carried out in every detail. The paneling is in dull, lustrous mahogany with cream-colored



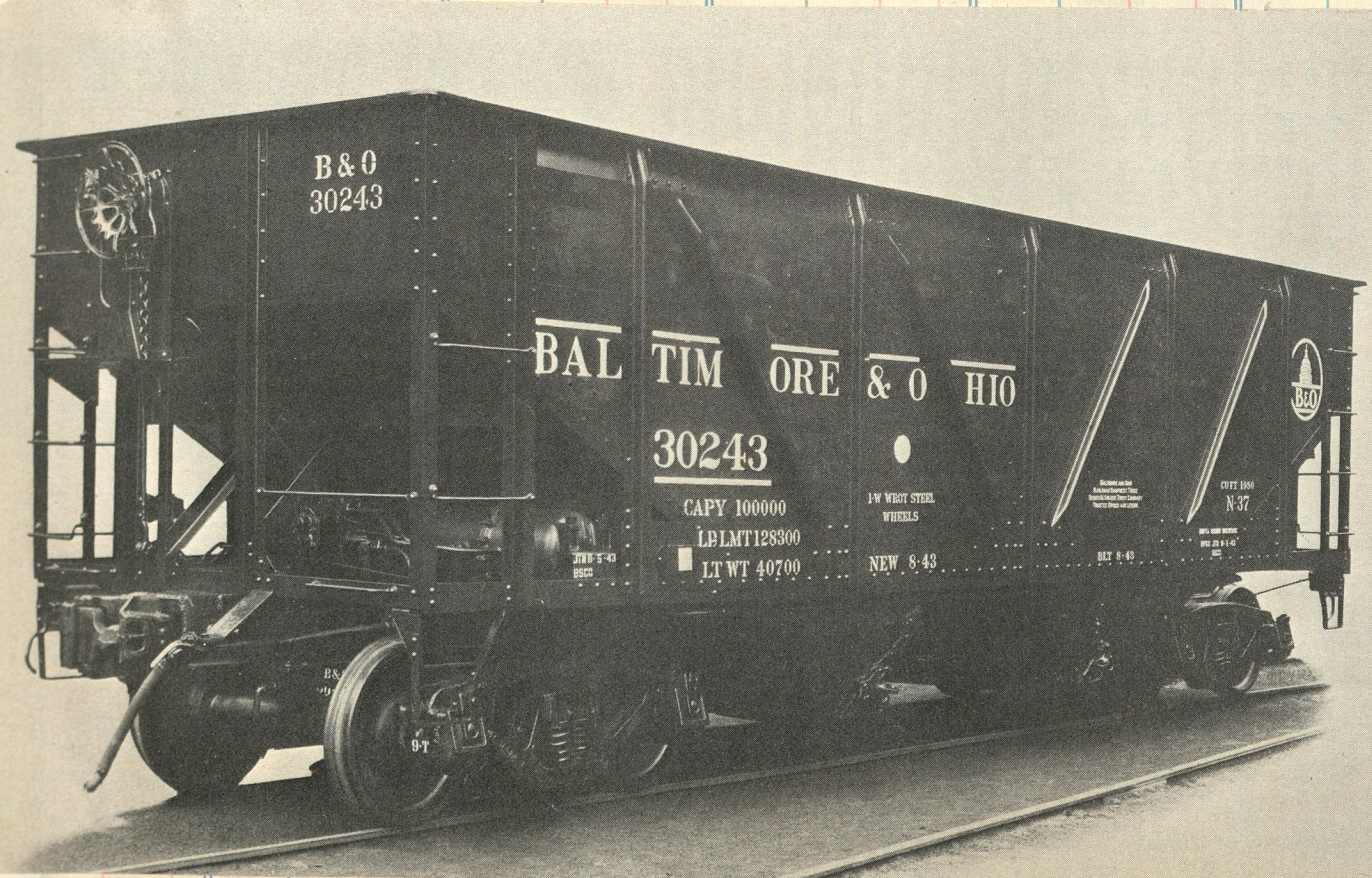
The Broad Windows with Side Casements Tone with the Colonial Decorations.

trimmings and head lining. The window shades are of delicate pink which harmonize well with the mahogany and cream. The carpet is brown with pink and blue figures in harmony with the other appointments of the car.

The ceiling lights are of the sunburst type while the side



The Two New Baltimore & Ohio Dining Cars are Named Martha Washington and Mount Vernon



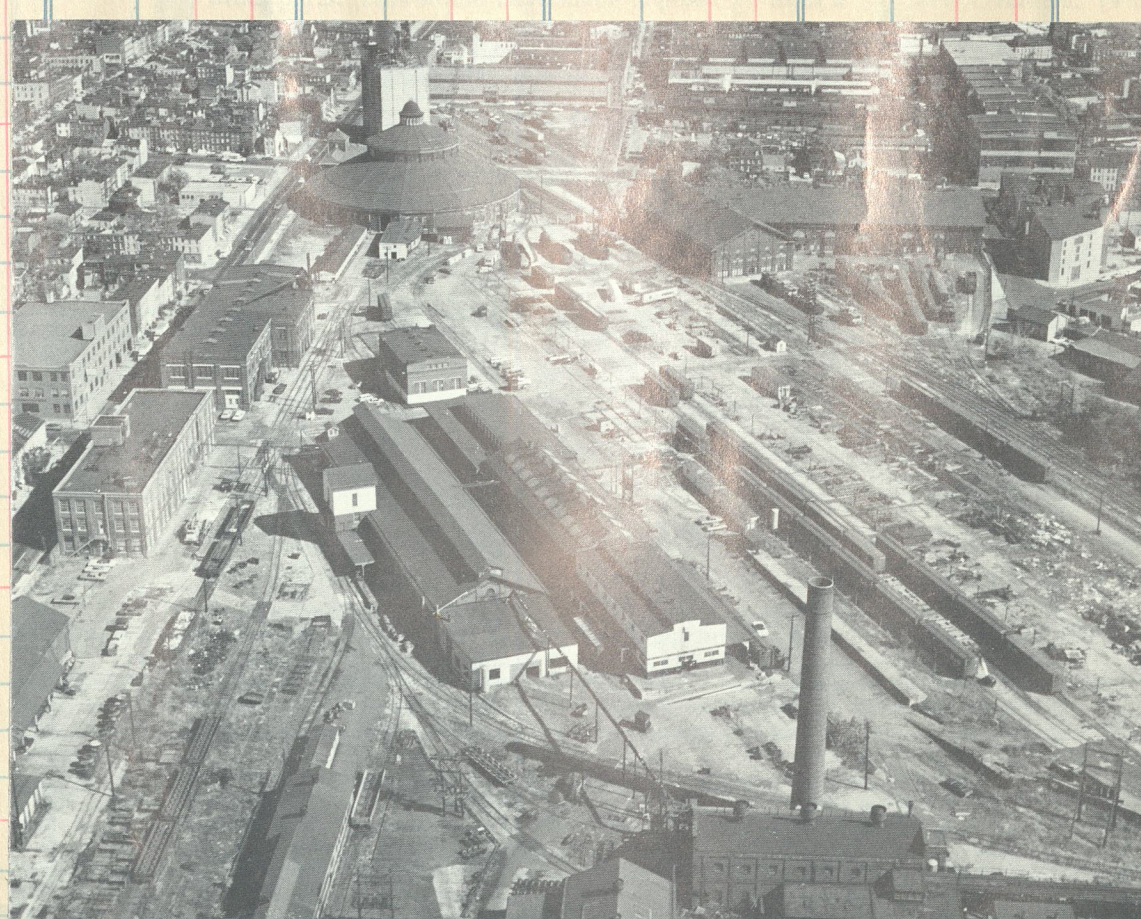
into 35,000 hops



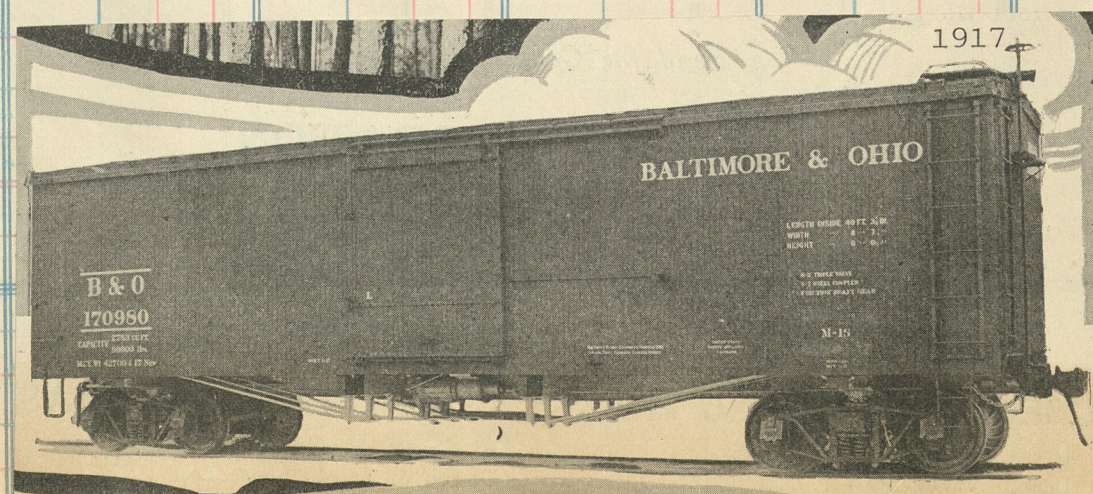
Mount Clare depot, established in 1828, marks the site of the birth of commercial railroading in the U.S. Here, at the intersection of Pratt and Poppleton, the first tracks of the Baltimore and Ohio Railroad were laid in 1829. Early the next year, trains began regular runs between Mount Clare and Ellicott's Mills (now Ellicott City), as the B&O pushed westward.



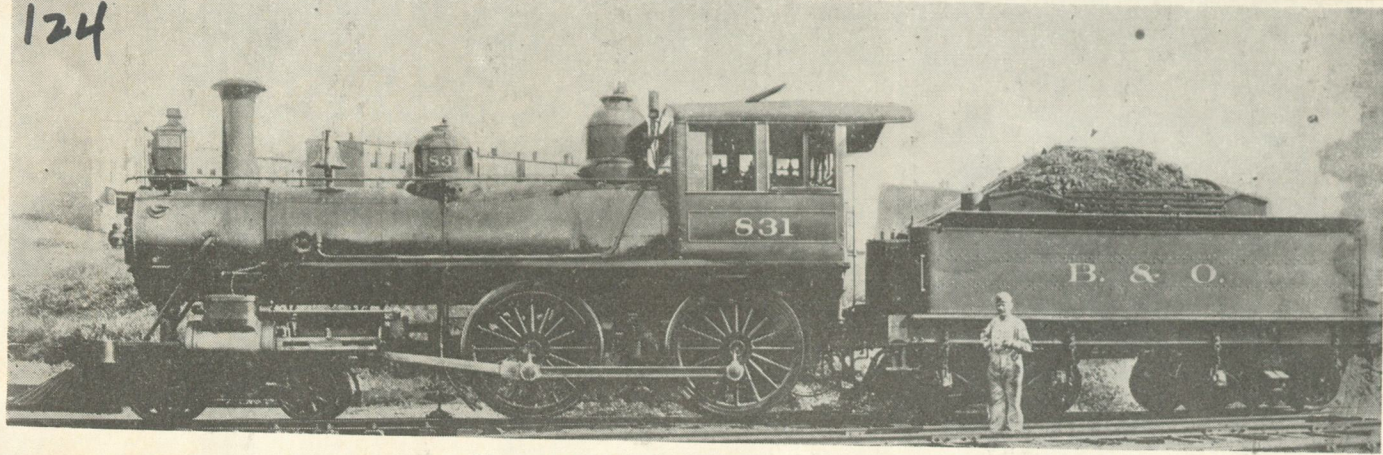
B&O Railroad Museum complex in 1954, about the time of its opening. Mount Clare Station is just to the right of the Roundhouse while the Annex is at the far right.



Aerial view of the B&O Railroad Museum complex. The tracks just to the right of the Roundhouse follow the original B&O route; it continued east into downtown Baltimore along Pratt Street, which runs diagonally across the upper left of the photo. Most of the original shop buildings are now gone, but the Passenger Car Shops are still visible to the right of the Roundhouse.



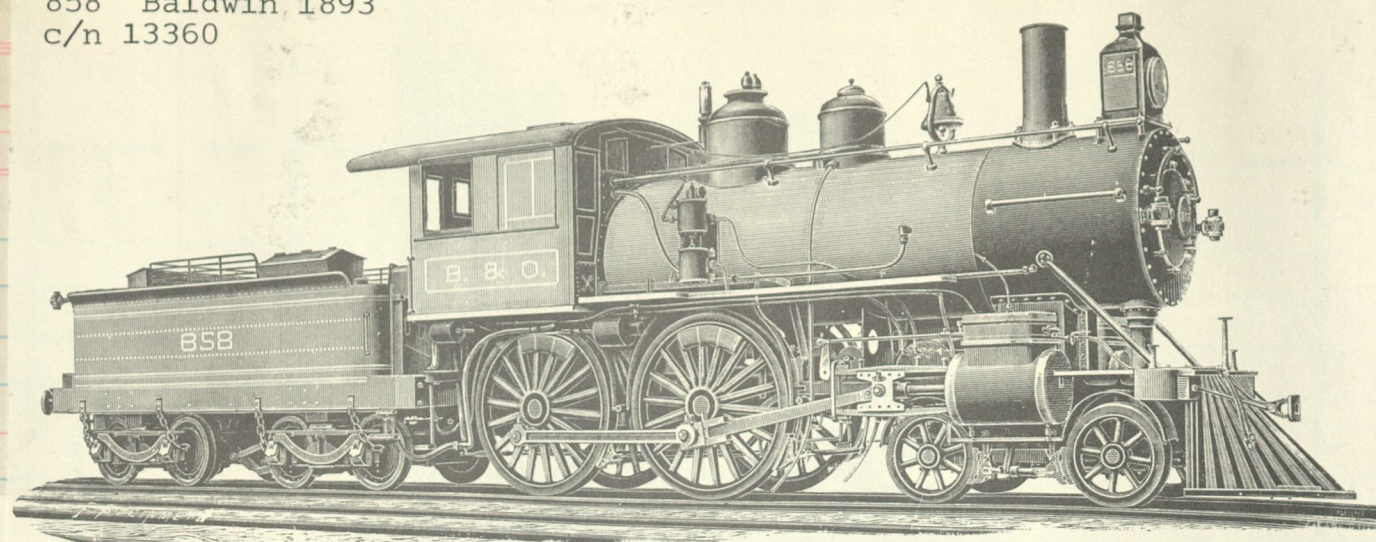
1917



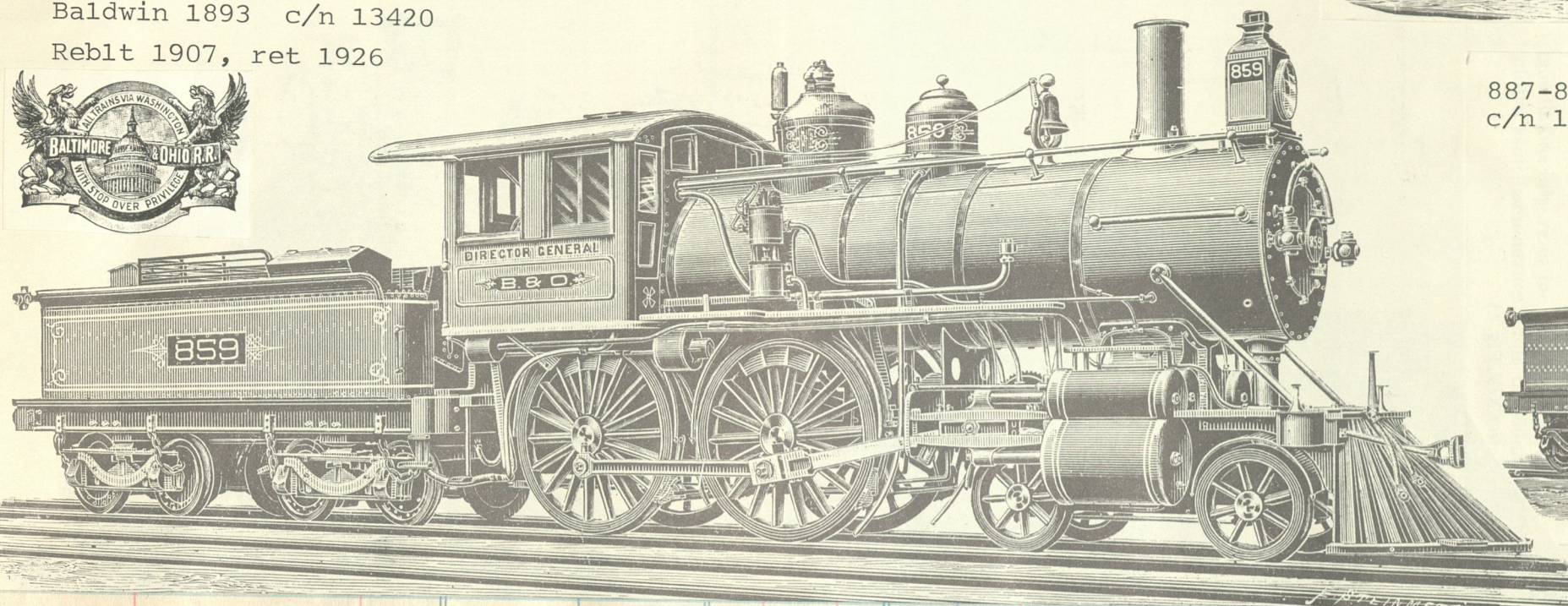
Class M-68, built at Mount Clare in 1888.

Sold Amount

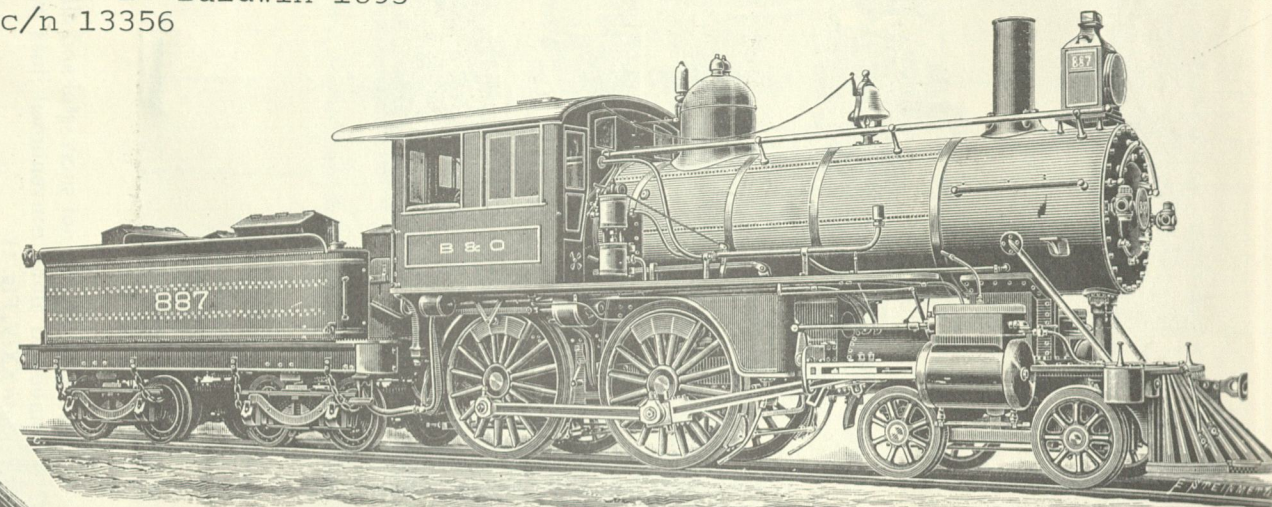
858 Baldwin 1893
c/n 13360



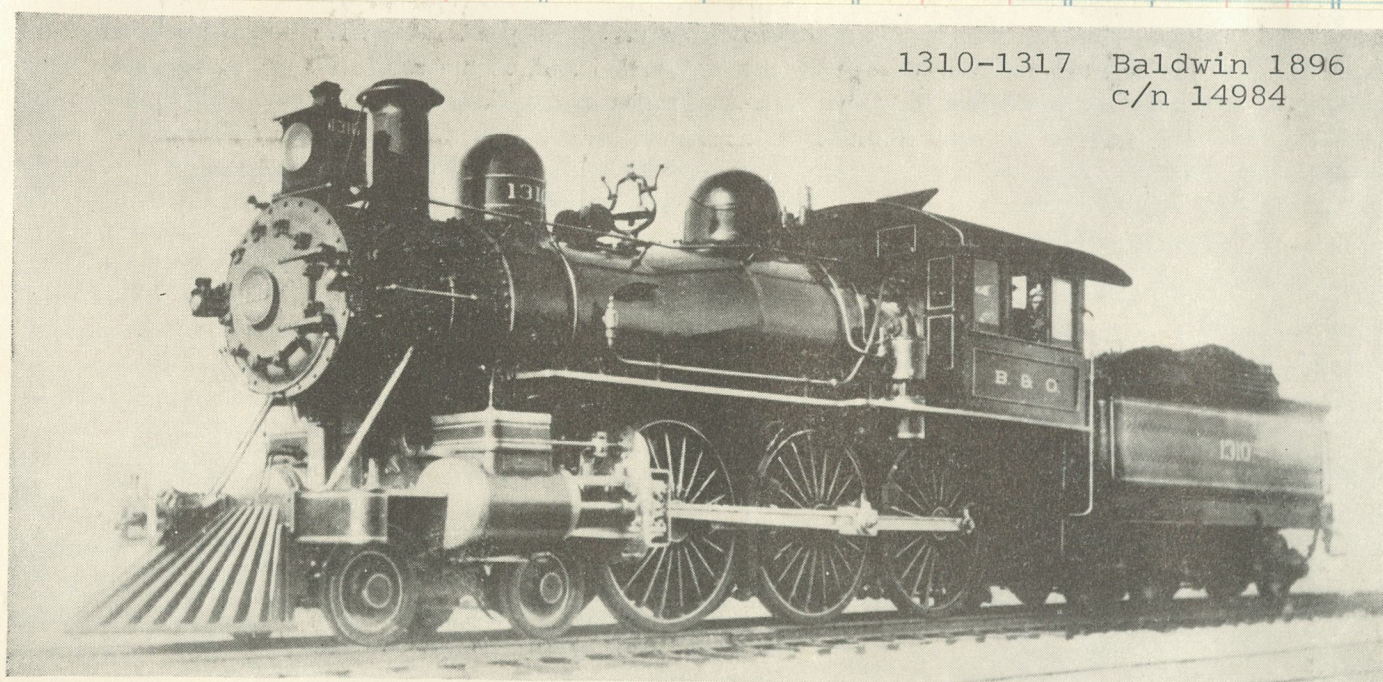
Baldwin 1893 c/n 13420
Rebld 1907, ret 1926



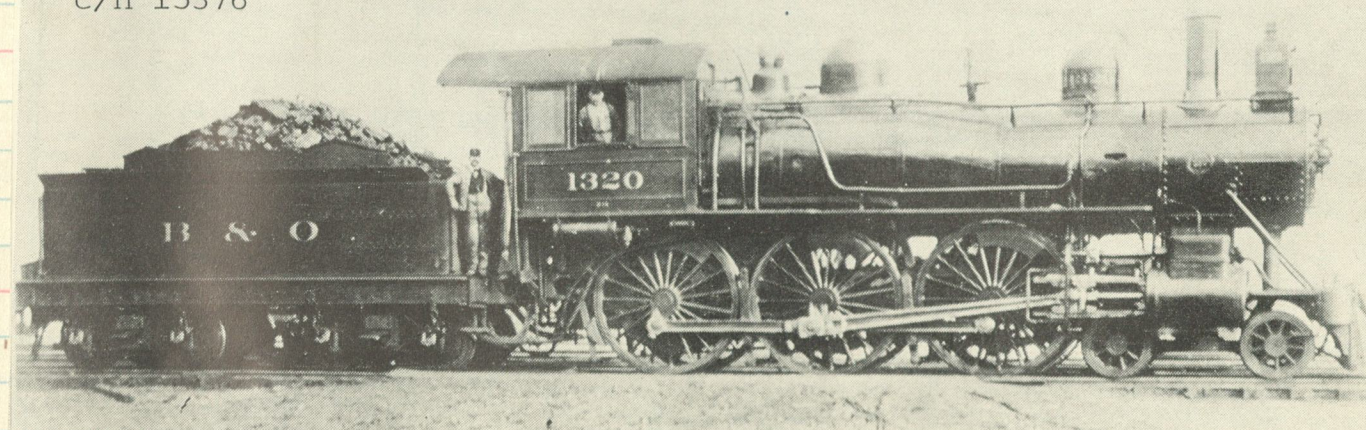
887-891 Baldwin 1893
c/n 13356



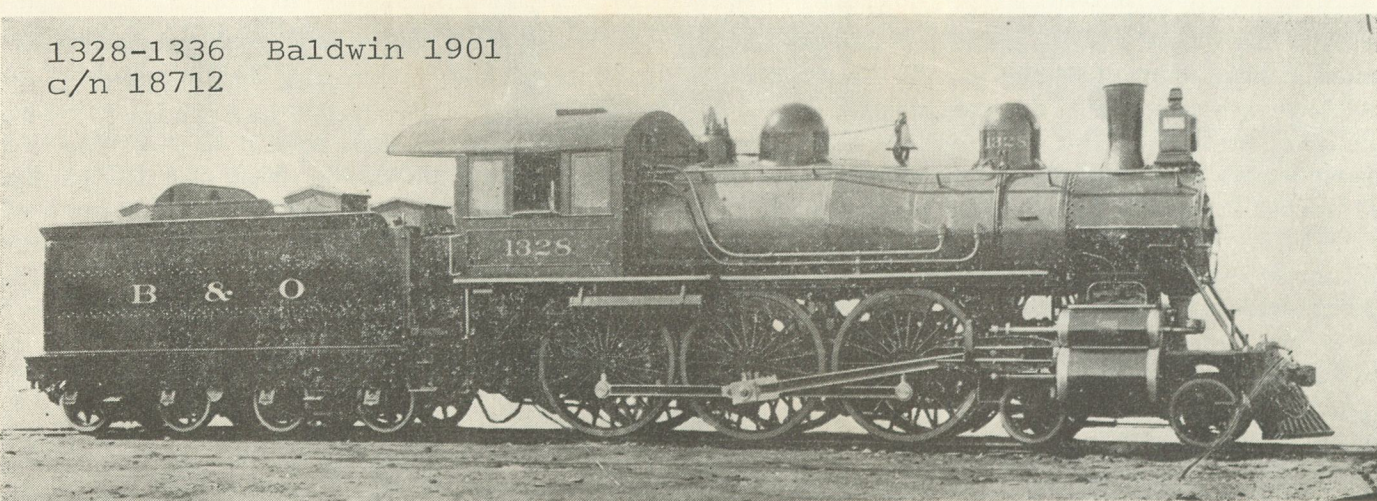
1310-1317 Baldwin 1896
c/n 14984



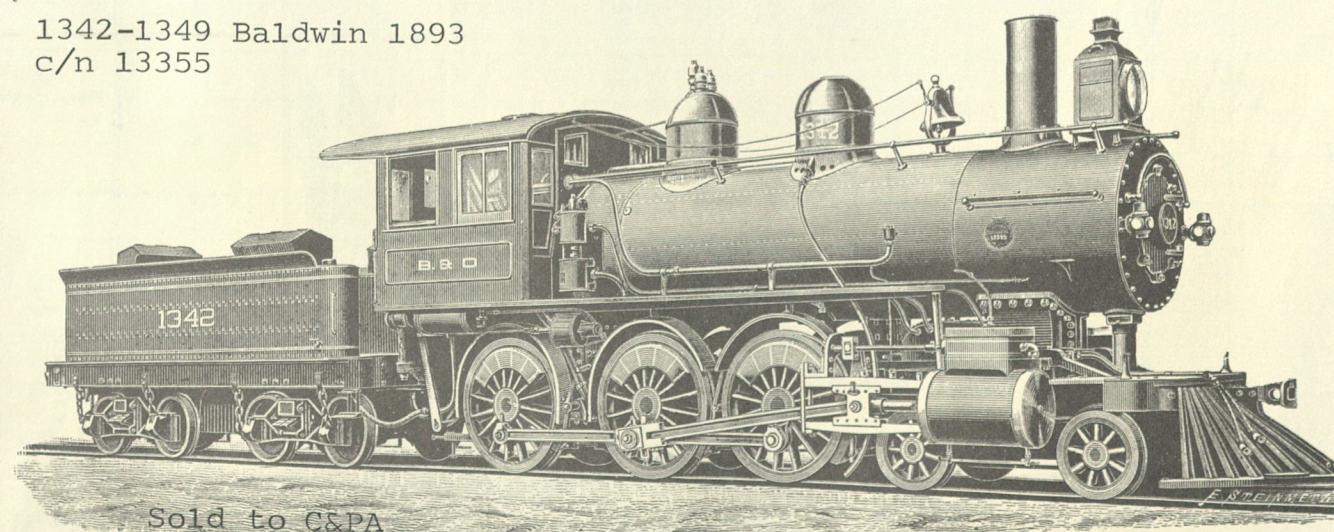
1318-1322 Baldwin 1897
c/n 15376



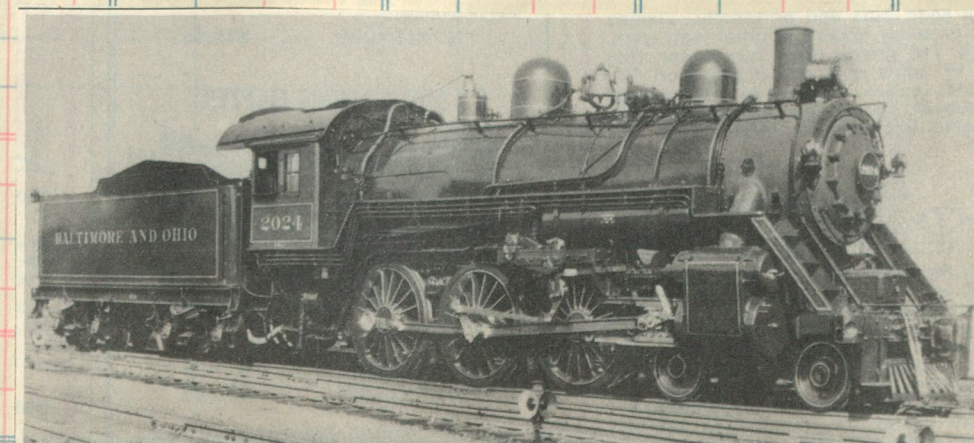
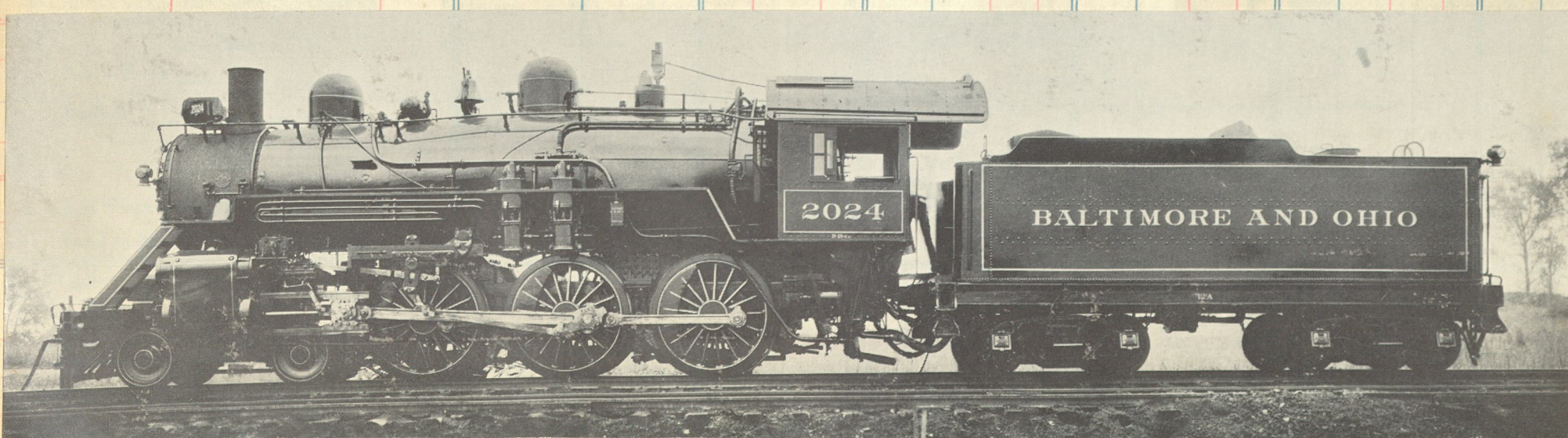
1328-1336 Baldwin 1901
c/n 18712



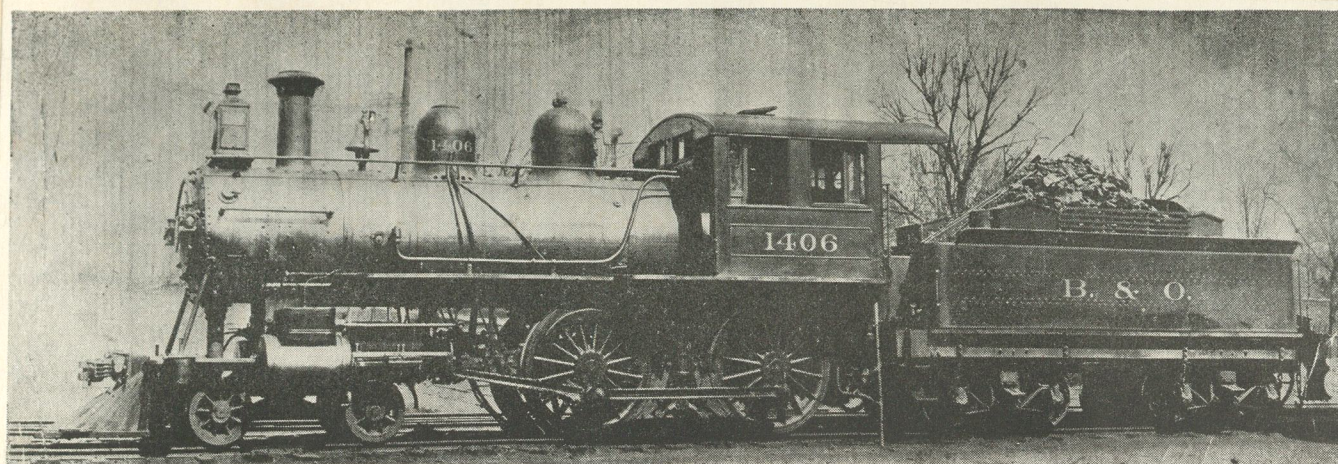
1342-1349 Baldwin 1893
c/n 13355



Sold to C&PA



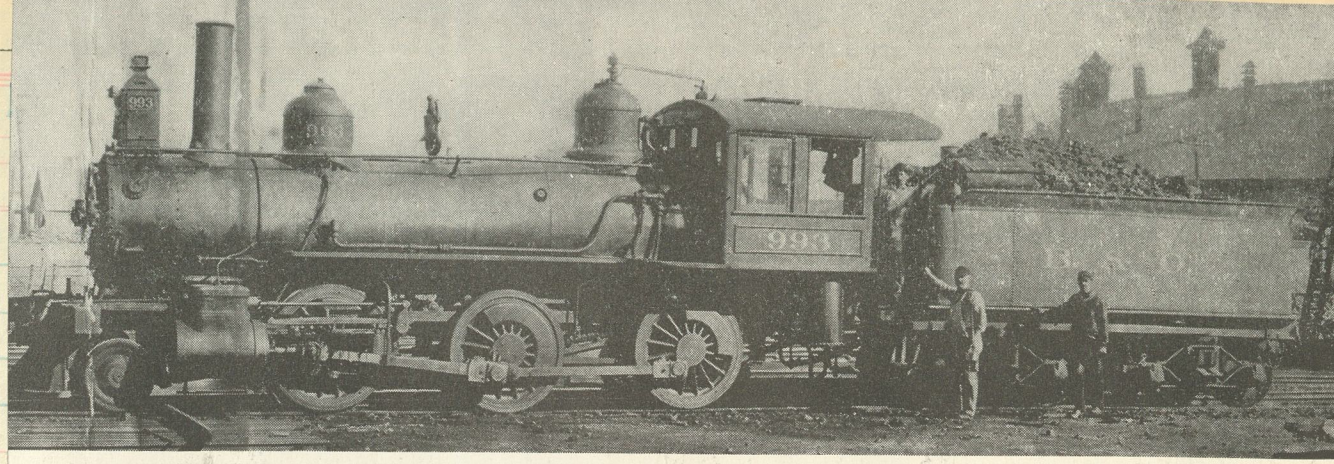
In 1901 Rhode Island built 35 sturdy Ten wheelers, noed 2000-2034. In 1927 the 2024 (c/n 3335) went thru Mt Clare to emerge in a 'President Green and Gold' livery to participate in the Fair of the Iron Horse. Later used for those special occasions and events.



1404-1418

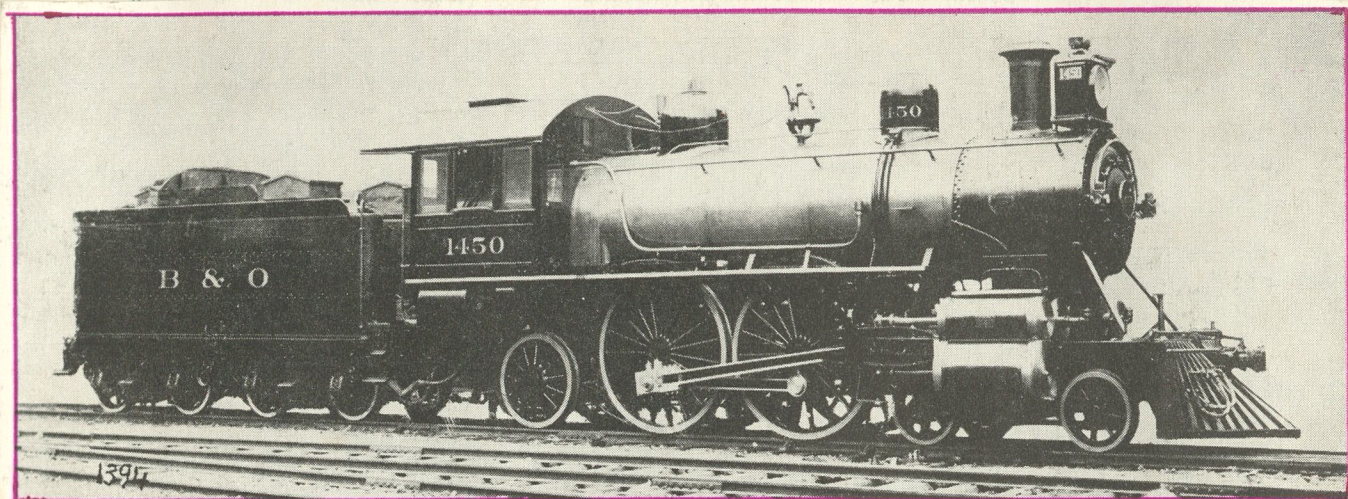
Class M-60/68, built by Baldwin in 1893.

c/n 13575

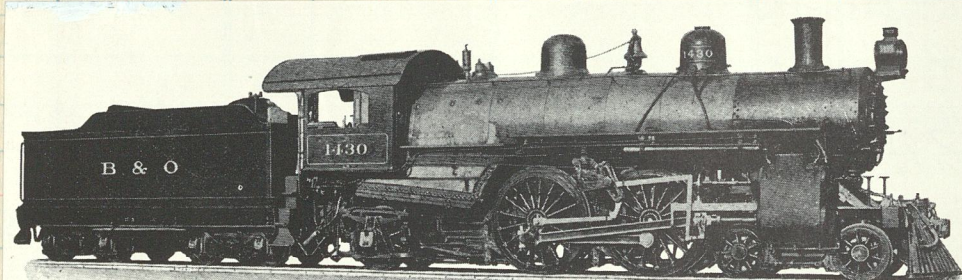


Class K-3 Mogul, built at Mount Clare in 1887.

981-1002



A beauty from the Golden Era. This compound 'Speed Queen' was built by Baldwin 1900, c/n 18334, and was first 4-4-2 on the B&O roster.



1424-1449

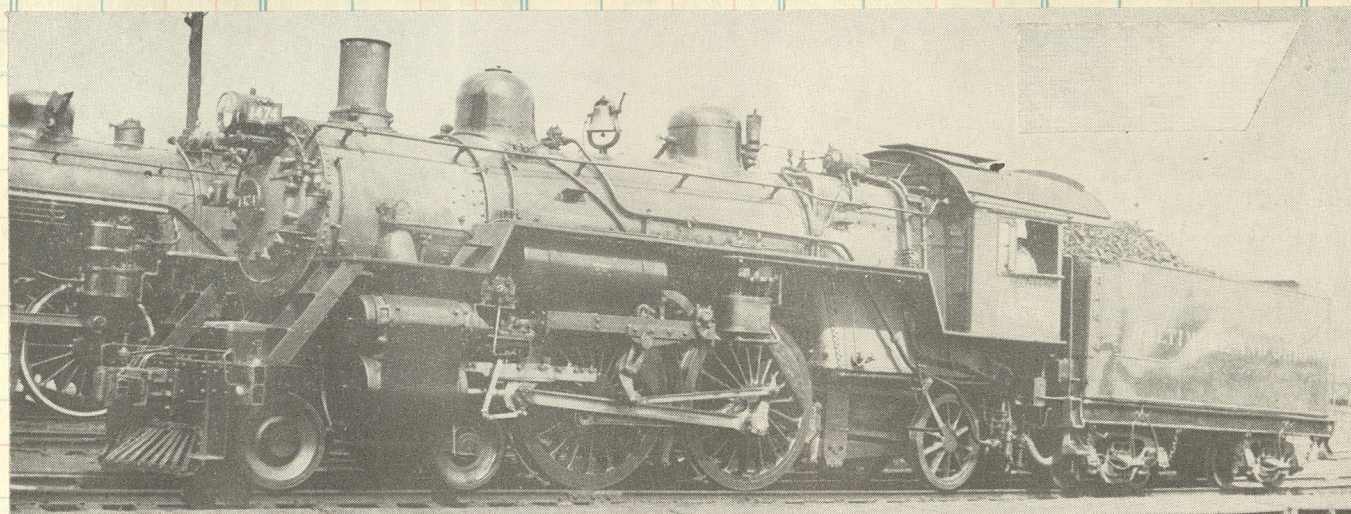
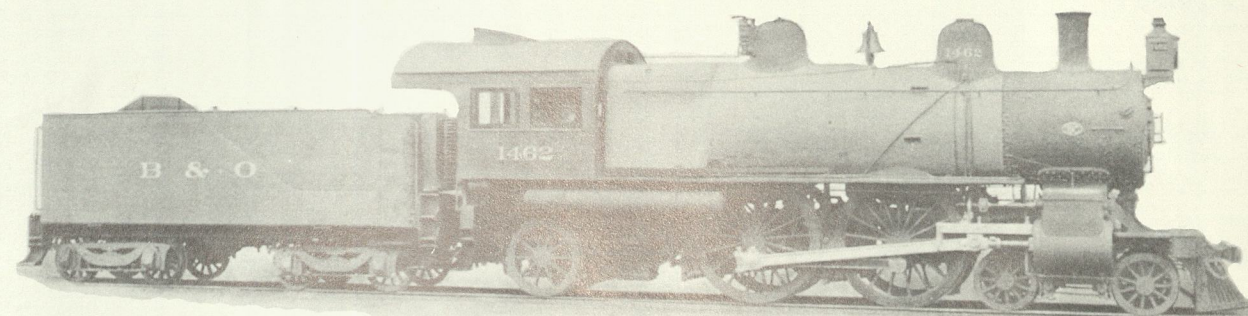
c/n 34327

Baldwin 1910

1456-1465

c/n 27020

Schenectady 1903



An additional ten, nos 1466-1475, were delivered by Schenectady in 1903. One of the last in service, #1474, c/n 27440, shown as rebuilt in 1926.



Carothers Tunnel

by Harlan Hiney

My mind reverts to former scenes,
to spirit stirring days

Main Line action about twenty miles East of Cumberland. A gift
from Bill Evans of Orlando, Florida



FOSTORIA DIAMOND

by Ted Xaras

B&O's

Cincinnatian

Deluxe, all-coach, daylight Streamliner between

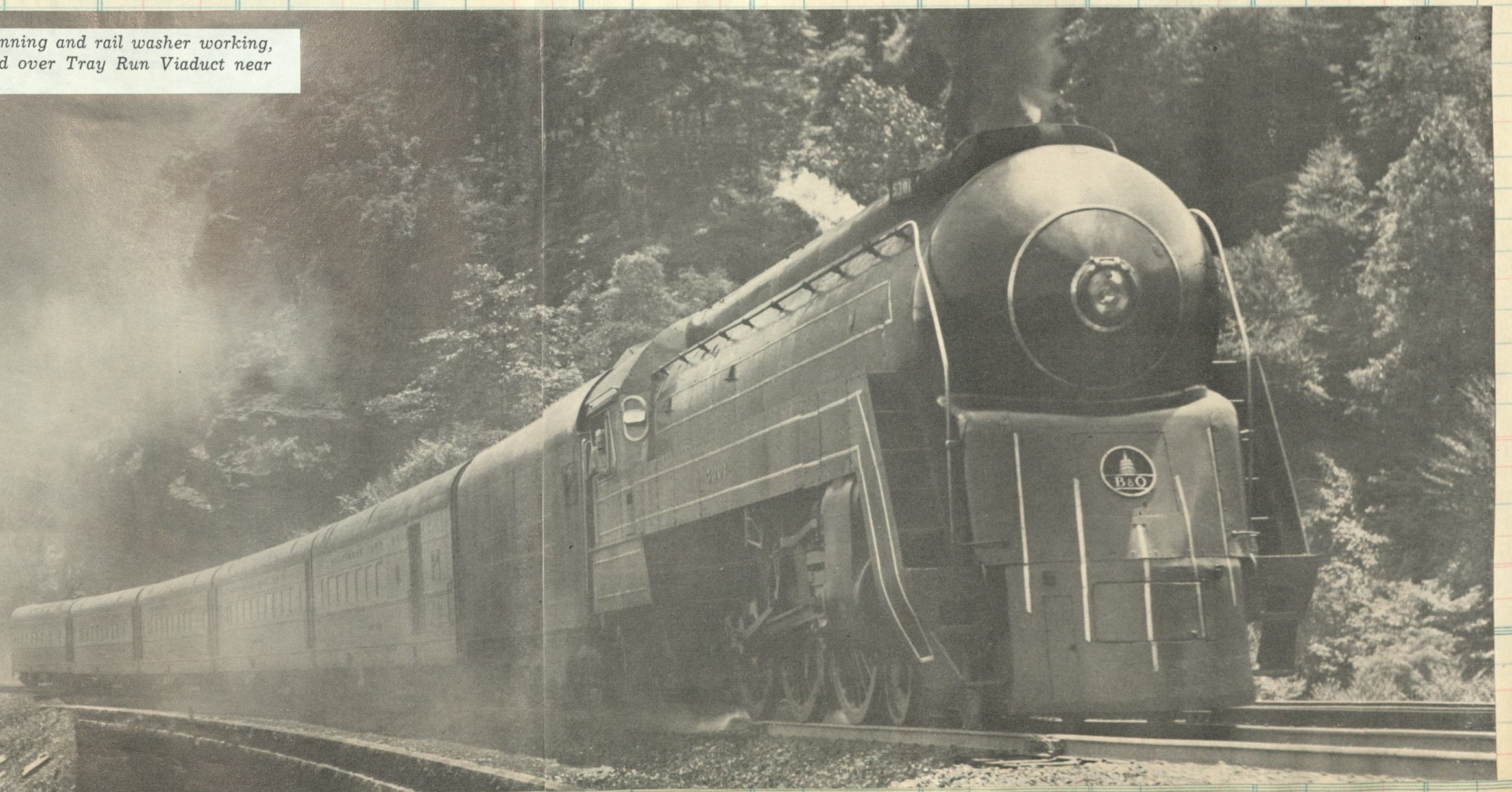
CINCINNATI • WASHINGTON

BALTIMORE



"A STUDY IN POLISHED POWER" is photographer Fales' apt title for his photo of Baltimore & Ohio P-7d Pacific 5303 waiting in Grafton, W. Va., about 1 p.m. on an October 1947 afternoon to relieve a sister on the *Cincinnatian* from Baltimore. Her work is cut out; ahead: 296.6 miles in 6 hours 12 minutes, including 6 stops.

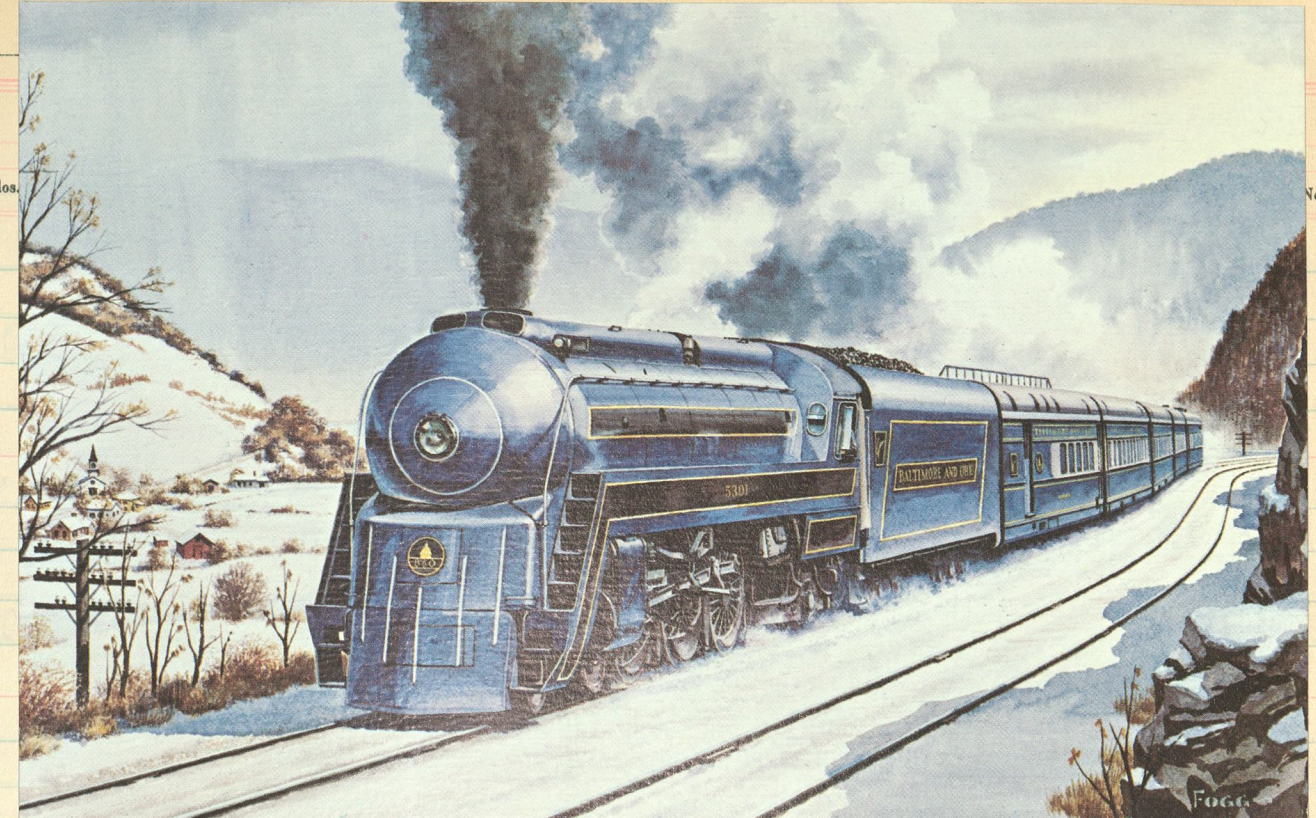
5301 with the "Cincinnatian," has sand running and rail washer working, pulling the Cheat River Grade westbound over Tray Run Viaduct near Rowlesburg, W. Va.



Clos. No. Sold An

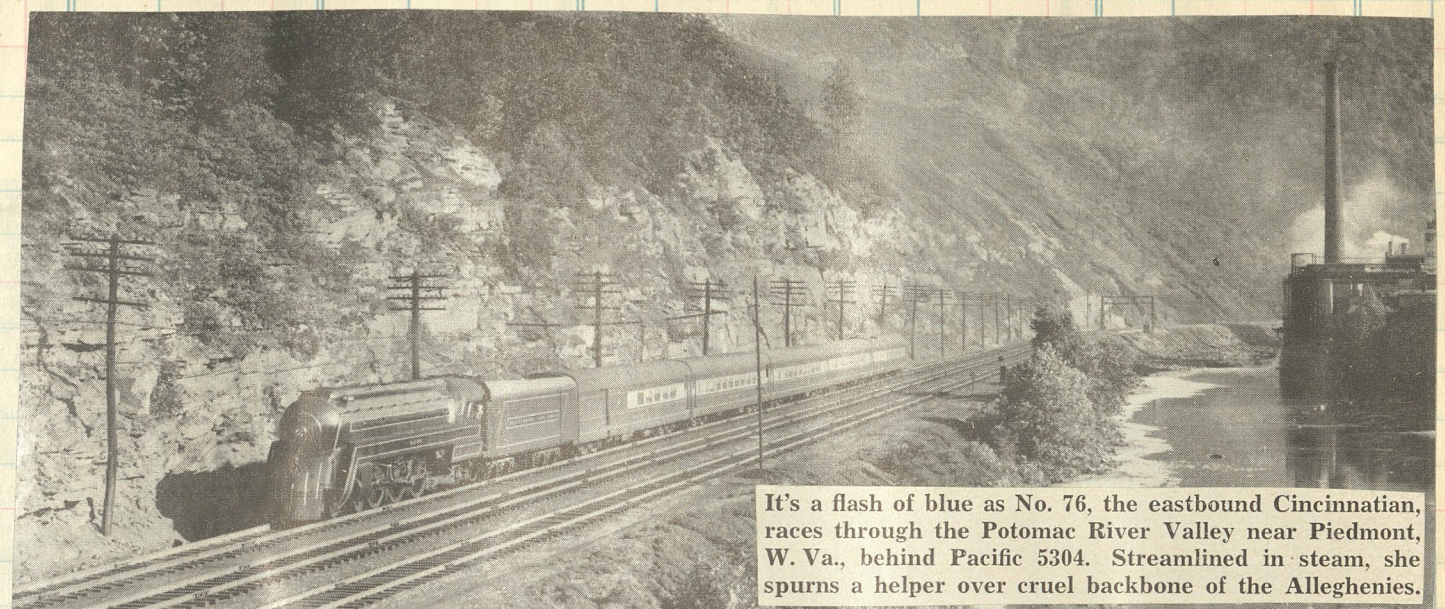


Amount Clos



No. Sold Amount

Cincinnati bound, climbing the Cheat River hill



It's a flash of blue as No. 76, the eastbound Cincinnati, races through the Potomac River Valley near Piedmont, W. Va., behind Pacific 5304. Streamlined in steam, she spurs a helper over cruel backbone of the Alleghenies.



Baltimore & Ohio.

Downgrade toward Mount Royal Station.



Mt. Royal Station—Baltimore

Behind a President class Pacific this westbound passenger train coasts gently down the slight grade to Mount Royal Station, the B&O's uptown stop in Baltimore. Because of the many tunnels on the Baltimore Belt Line, upgrade trains are pulled, locomotive and all, by electric locomotives, but downgrade trains coast almost smokelessly through the bores. This particular downgrade track is not even electrified. The bridge carries North Avenue over the B&O tracks, which cross the Pennsy's lead to Bolton Yard at this point. The Pennsy's main line is underneath in a tunnel just beyond North Avenue.



POINT OF ROCKS, MARYLAND (1875)

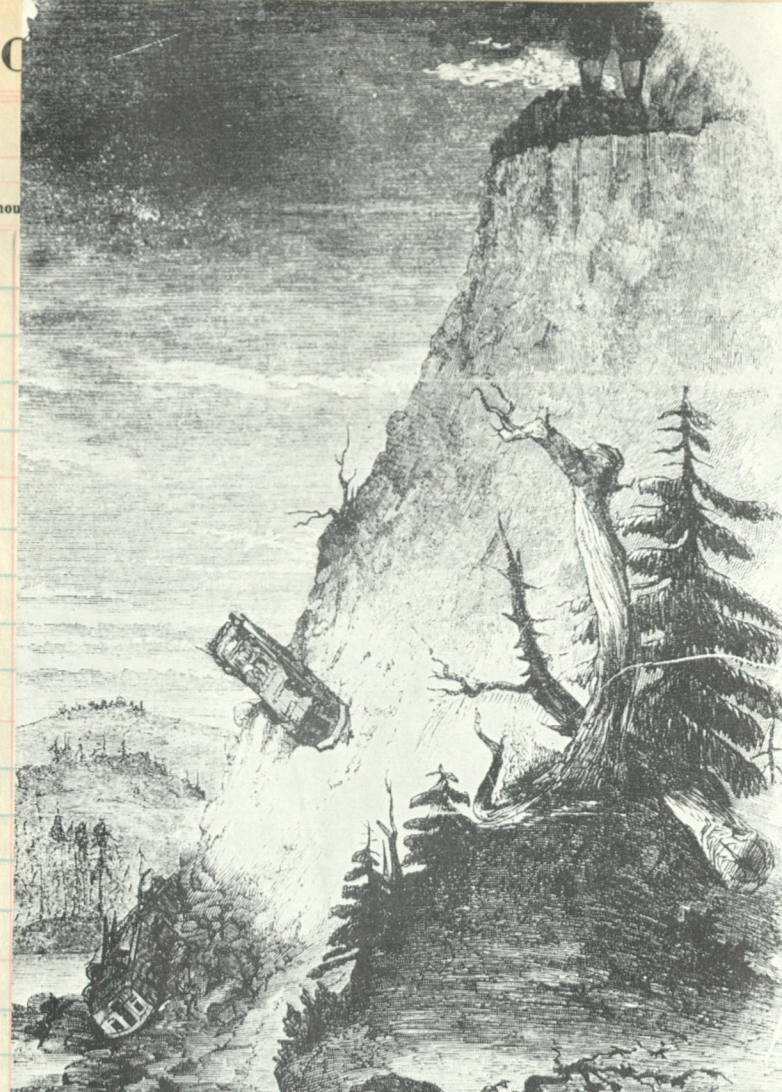
Baltimore & Ohio

Eighty miles west of Baltimore is Point of Rocks which the B. & O.'s "Main Stem" reached April 1, 1832. Further progress was delayed here for a while due to canal opposition. This was the second station at this location.

Ray Brubaker.



"NG" Tower at Indian Creek in the Youghiogheny valley just east of Connellsville



TWO B & O PASSENGER CARS tumbled a hundred feet down a steep cliff at Cheat River, in the West Virginia mountains west of Cumberland, Md. The cars were derailed by a loose rail on April 16, 1853.



Indianapolis

UNION PASSENGER STATION

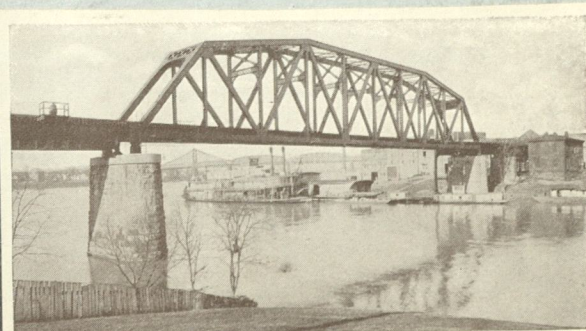
Served by B&O, Monon, B/4, IC, PRR

ANNAPOLIS JUNCTION, MARYLAND (1835)

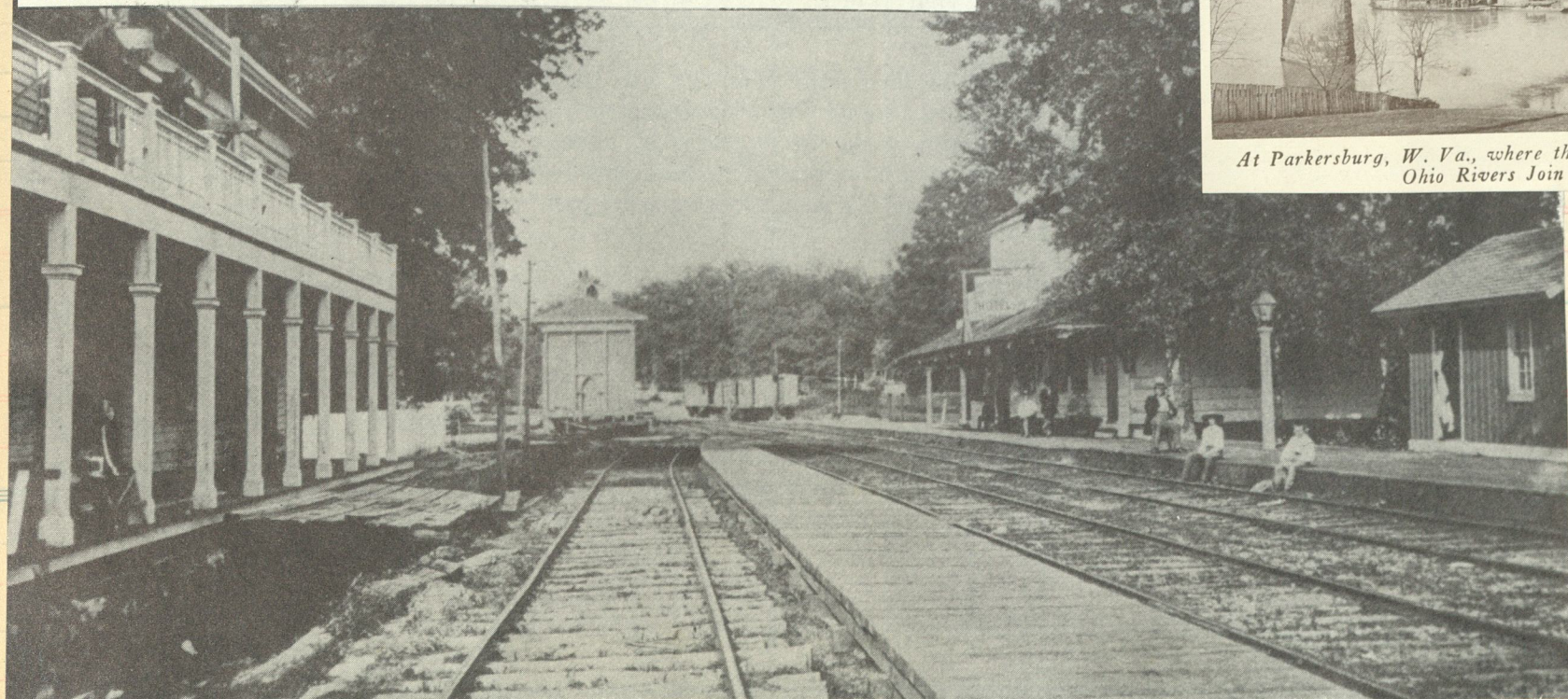
Baltimore & Ohio

As early as 1831, while the B. & O.'s "Main Stem" was being built westward from Baltimore, it was recognized that a branch line to Washington was also necessary. Eighteen miles from Baltimore, Annapolis Junction became the branch station. The line was completed and the station opened in 1835. This picture was taken in the 1860s.

Tandem Mikes, 4478 & 4452, lift westbound tonnage out of Defiance, Ohio in May 1956.



At Parkersburg, W. Va., where the Kanawha and Ohio Rivers Join



4-6-2 PACIFICS

NYCS
A P A-46

7-47 1000 bks. (Eureka 44)
Printed in U. S. A.

Most of the B&O 4-6-2's went thru a series of rebuilding, some classes more extensive than others, being renoed & reclassified. Others were rebt from 2-8-2's. Researching the B&O Pacific type can be a most interesting chore.

No. 6—THE CAPITOL LIMITED—Daily.
Completely Air-Conditioned Train. Chicago to New York.
All Pullman, Chicago to Washington.
Train Secretary, Barber-Valet, Maid-Manicure.

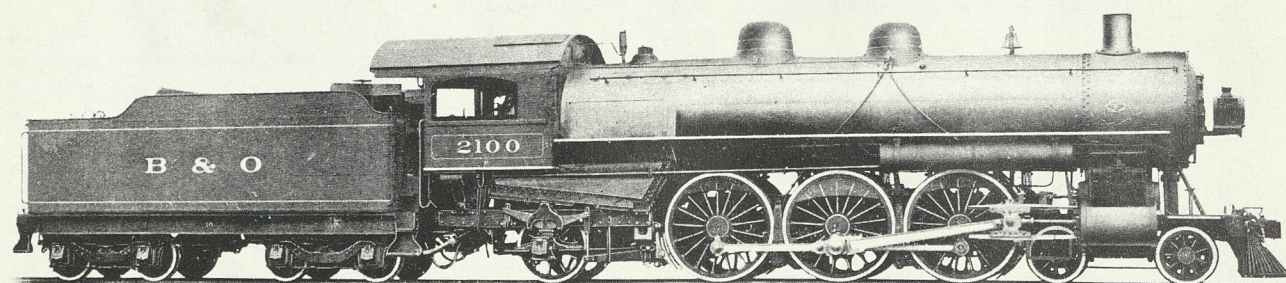
Club Car..... Chicago to New York—8 Sections, 2 Compart., 1 D. R. (2 Cars.)
Sleeping Cars..... Chicago to Washington—8 Sections, 5 Double Bedrooms. (2 Cars.)
Chicago to Washington—14 Sections.
Chicago to Washington—12 Sections, 1 Drawing-room.
Detroit to Philadelphia—8 Sections, 4 Double Bedrooms. (From No. 20 at Washington.)

Sun-room Observa-
tion Lounge Car..... Chicago to Washington—3 Compartments, 1 Drawing-room.
Parlor Car..... Washington to New York—Drawing-room.
Dining Cars..... Chicago to Akron Junction. Cumberland to New York.
Indiv. Seat Coach..... Washington to New York.
Combine Car..... Washington to New York.



B&O Pacific 5233 takes The Capitol Limited out of Chicago on February 12, 1937.

Class P-6 #5233
Baldwin 1922 c/n 55877

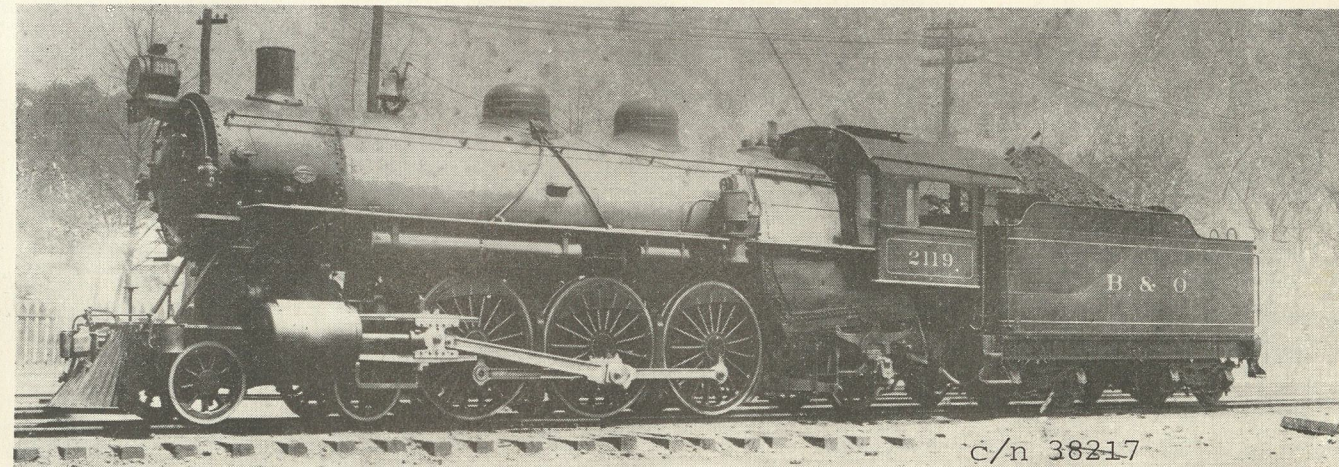


2100-2134

c/n 38198

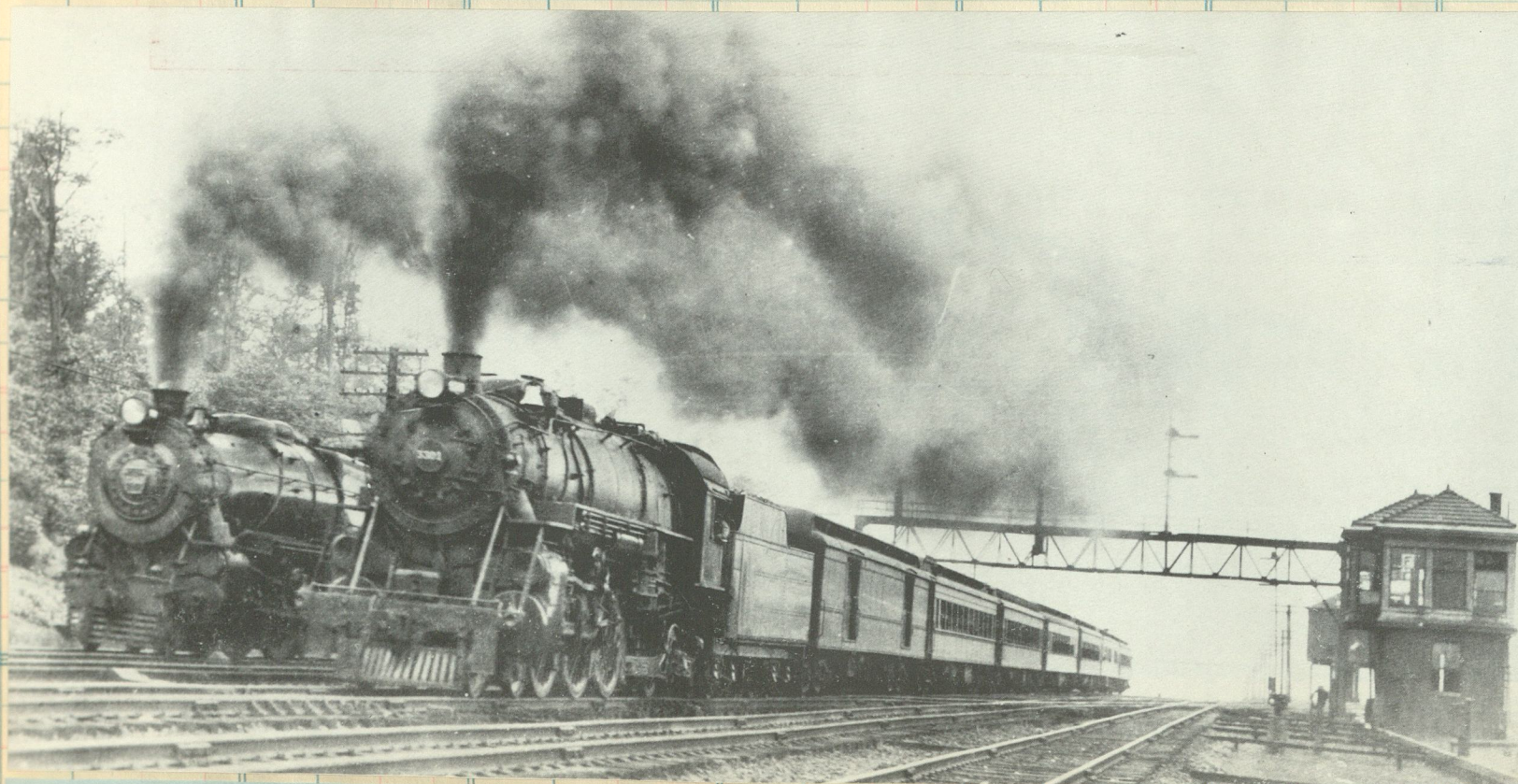
Schenectady 1906

The first group of Pacifics for the B. & O.

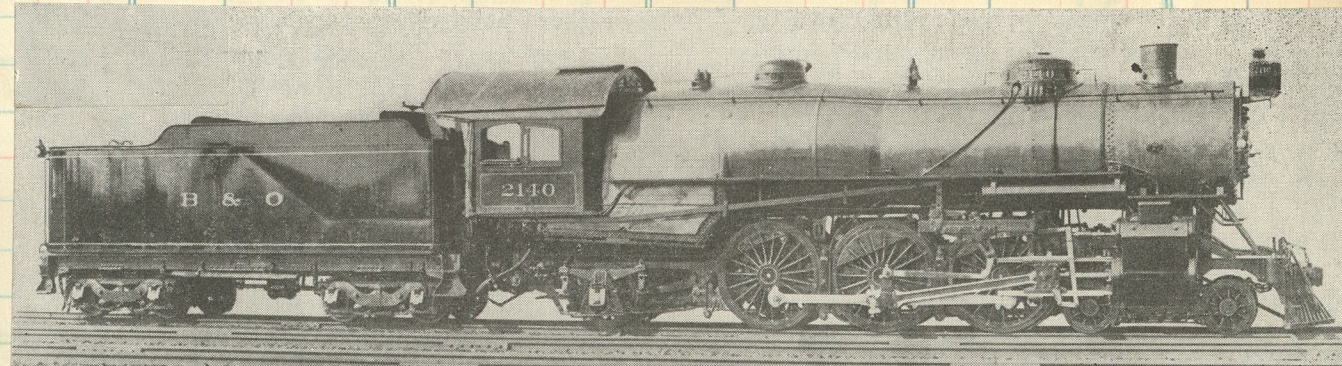


c/n 38217

Renoed 5000-5034



P.R.R. 5041 with Trn #144 and B. & O. 5301 on Trn #22 departed Washington at 3pm and are racing neck and neck past Tower "F" just north of the Union Station.



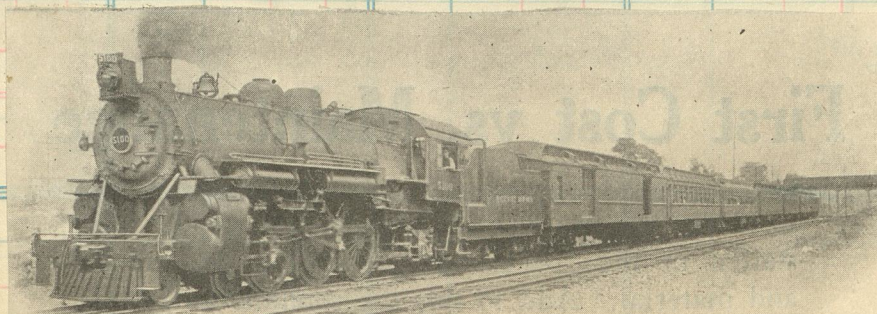
2135-2144

class P-1

c/n 35908

Baldwin 1911

[renoed 5050-5059]



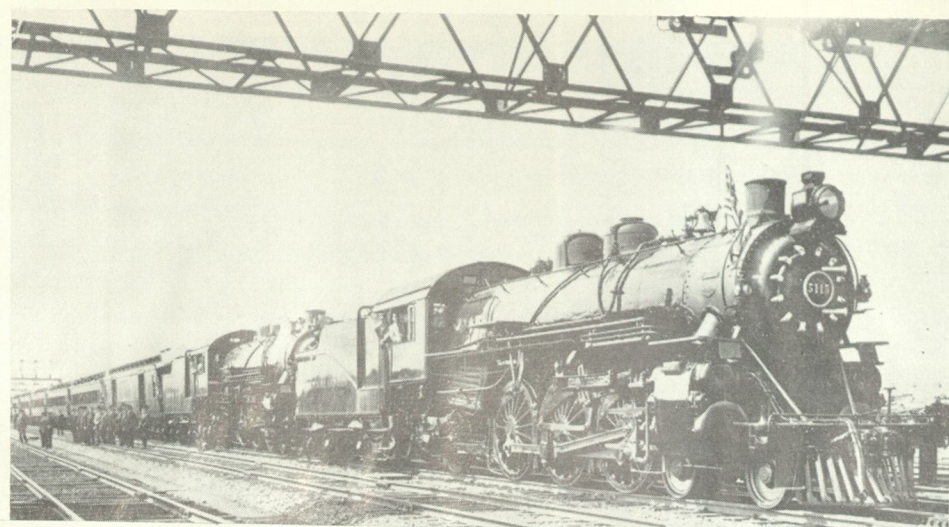
The 5100, initial P-3 class, c/n 40259

SELLER

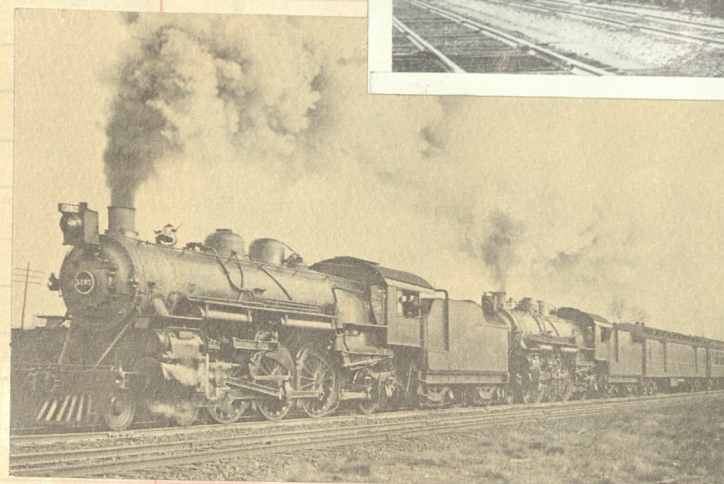
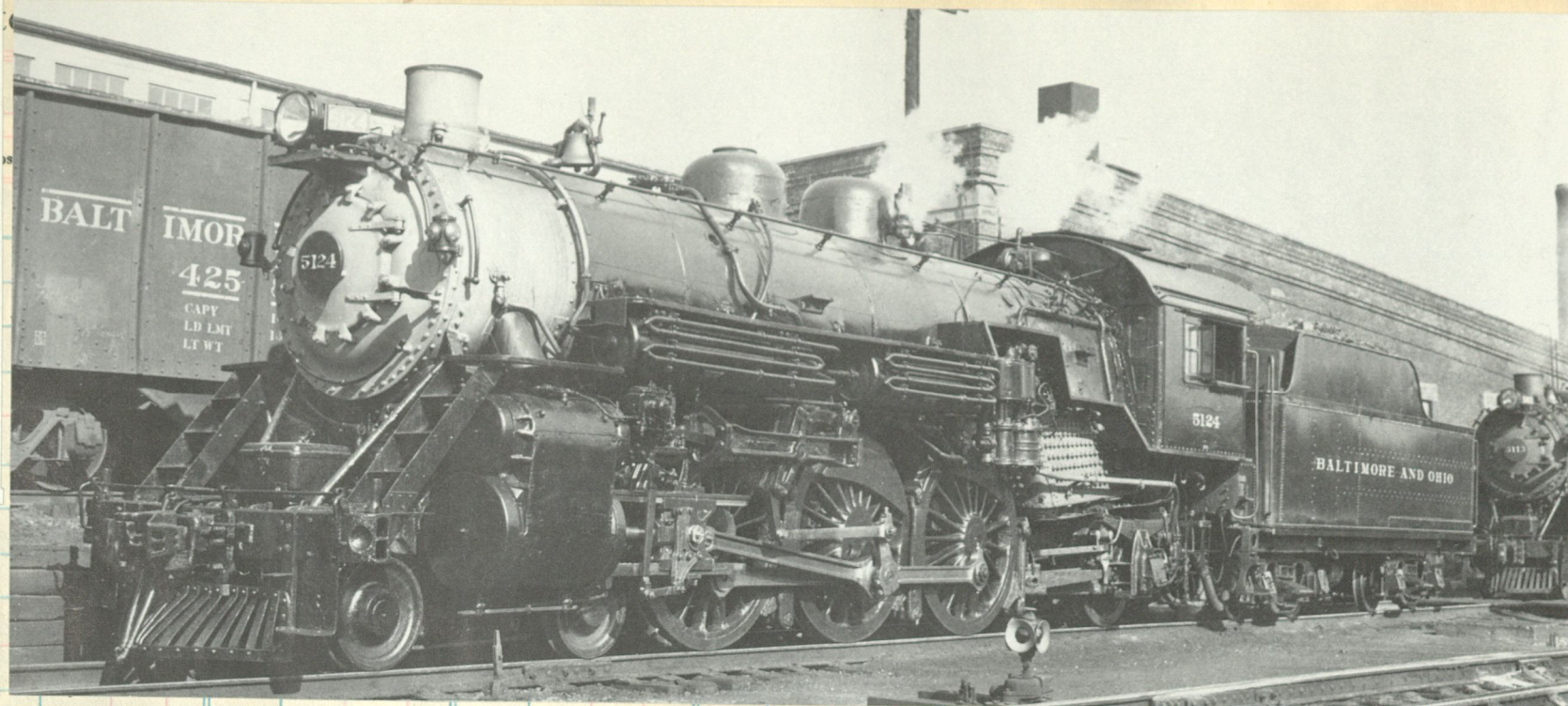
DATE

FORM

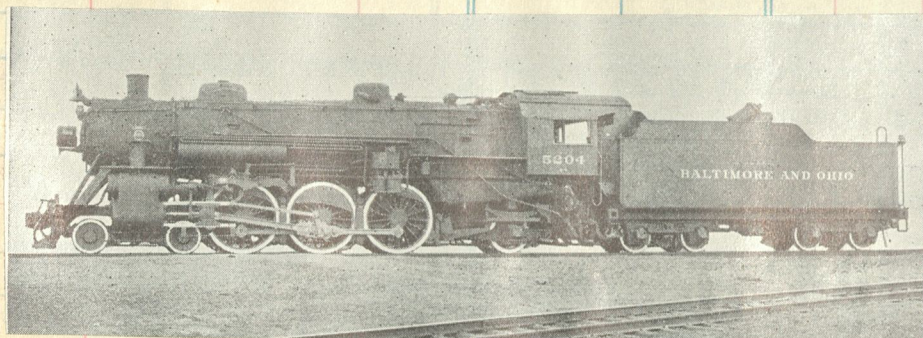
DESTINATION



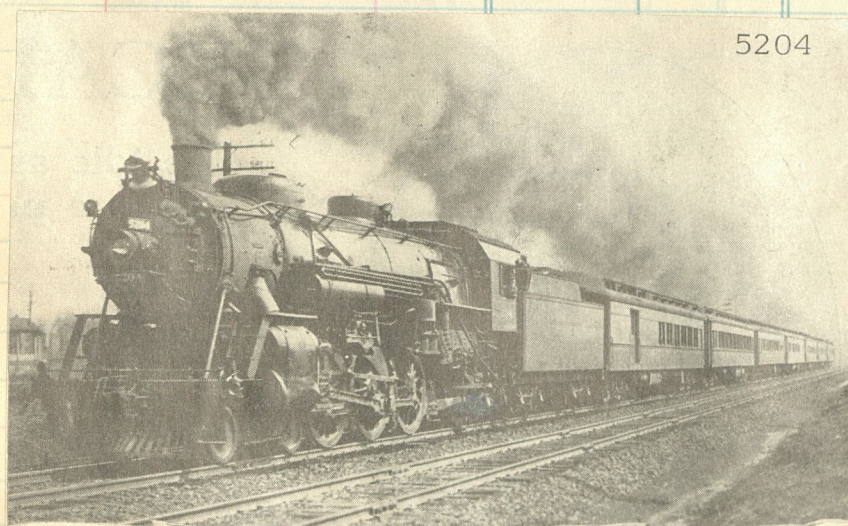
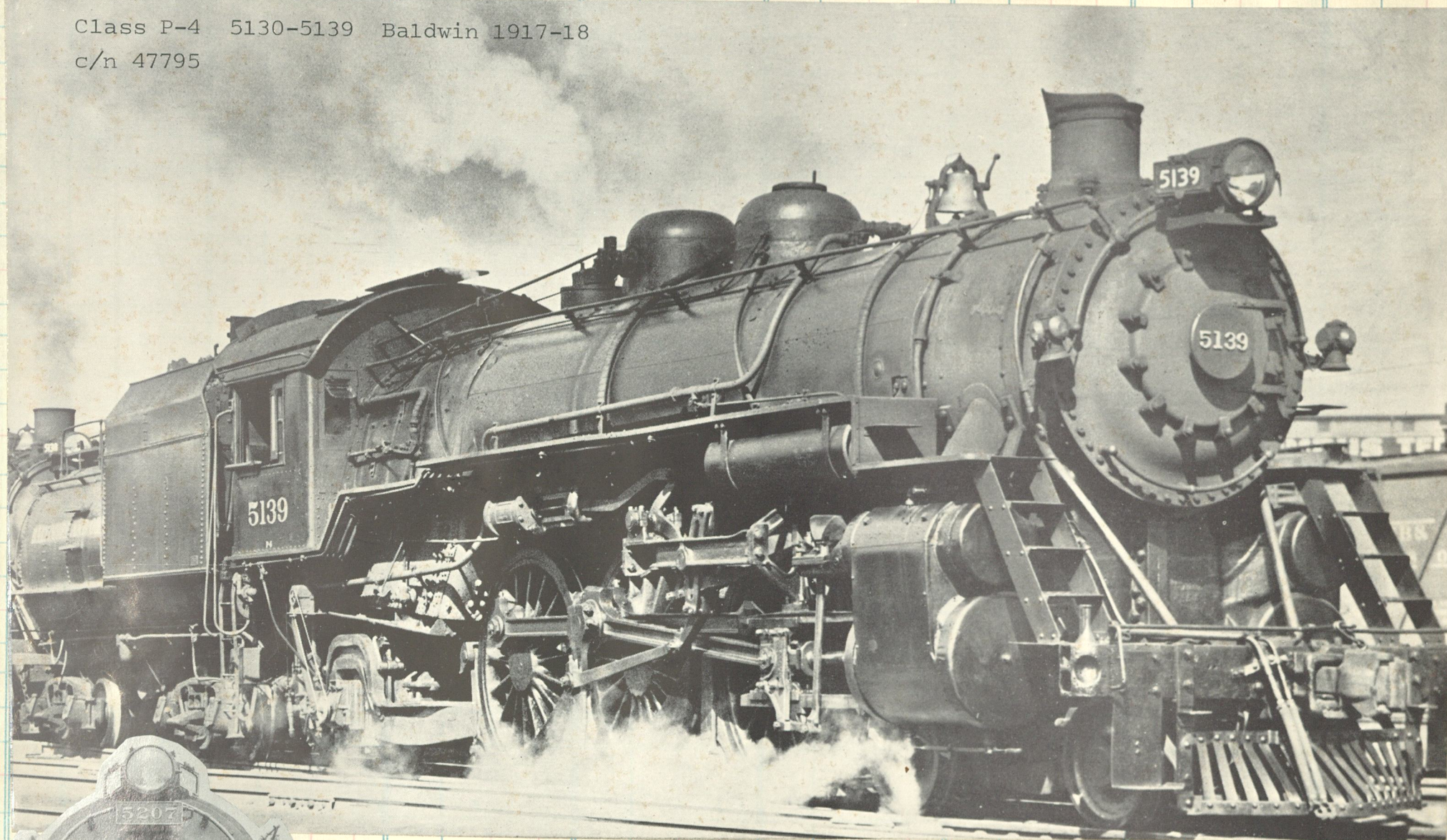
5100-5129 Baldwin 1913
Class P-3. By mid 30's
class appeared as shown
by the 5124 (c/n 40421)



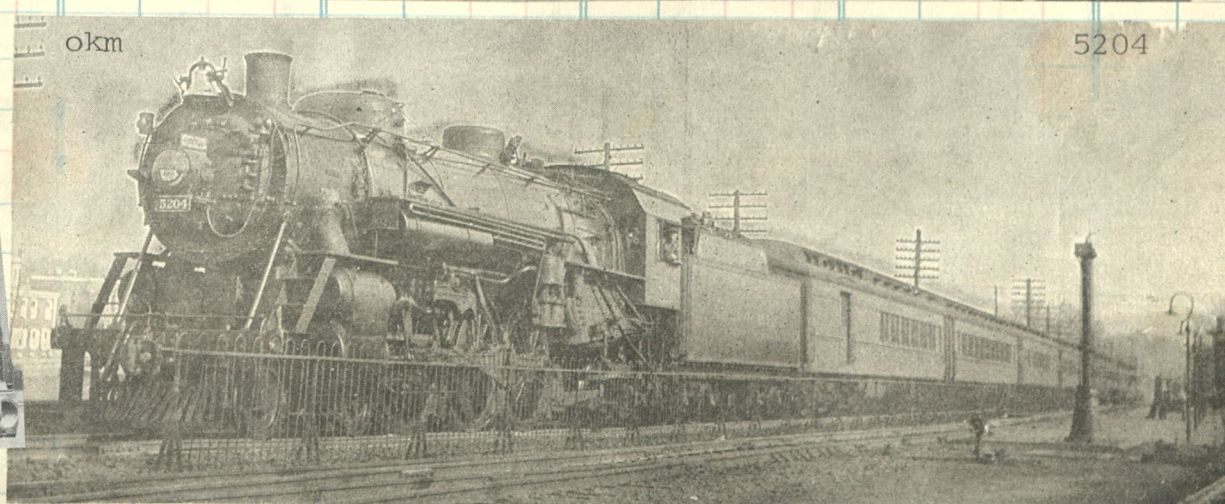
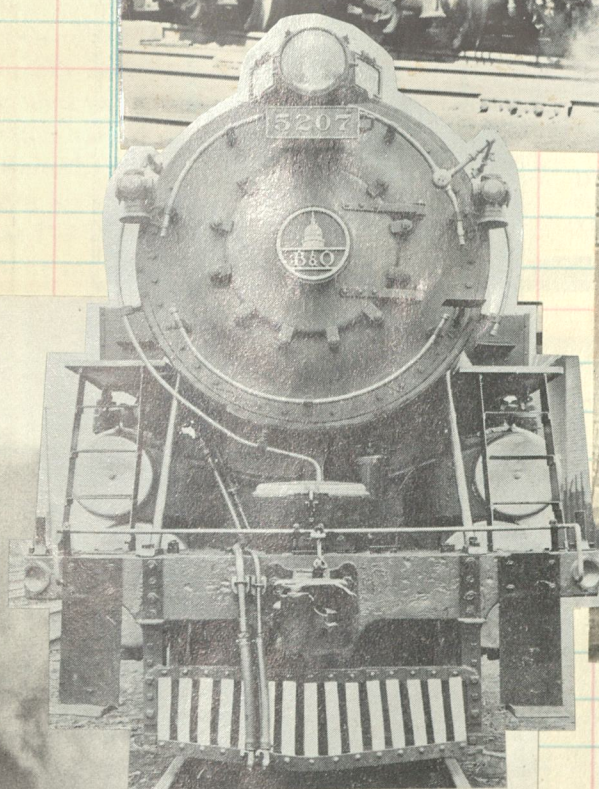
Class P-4 5130-5139 Baldwin 1917-18
c/n 47795



Light USRA design class P-5 nos 5200-5219
blt by Baldwin 1919. c/n 51852



5204



okm

5204

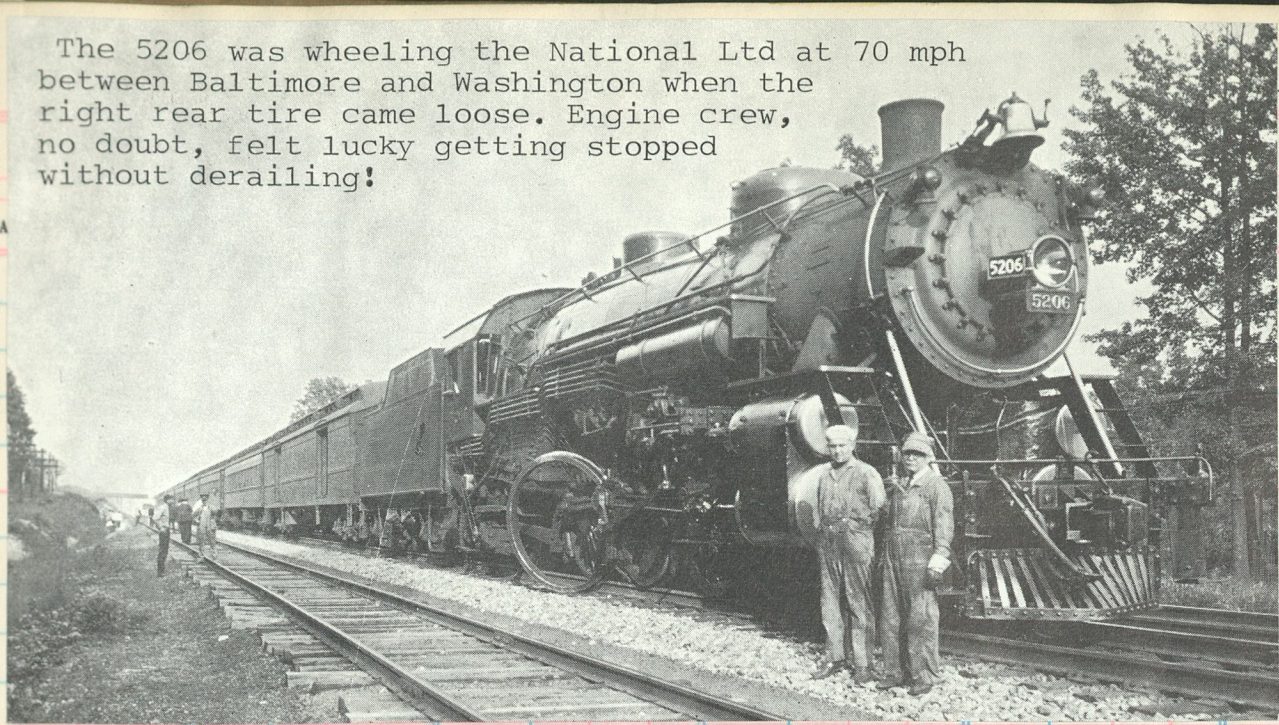


The 5207 waltzing out of Lima, Ohio

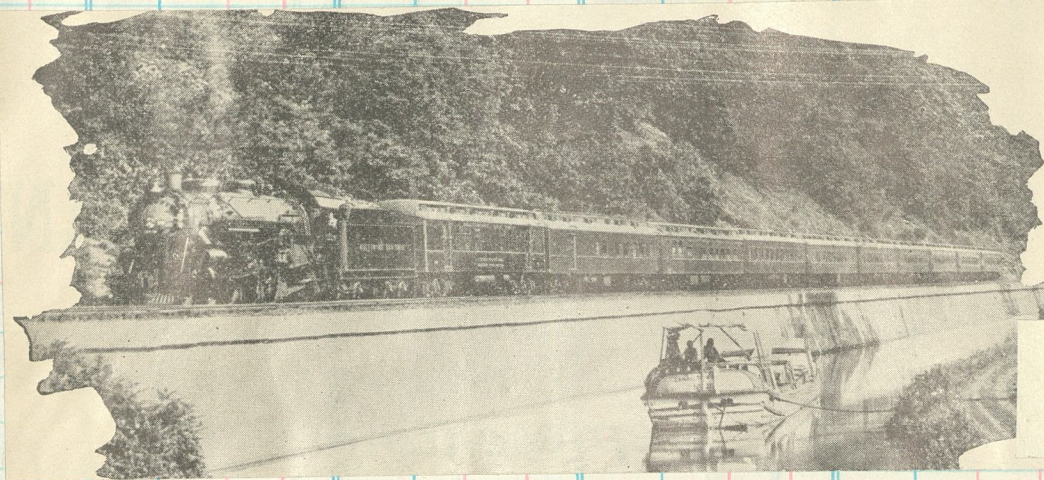
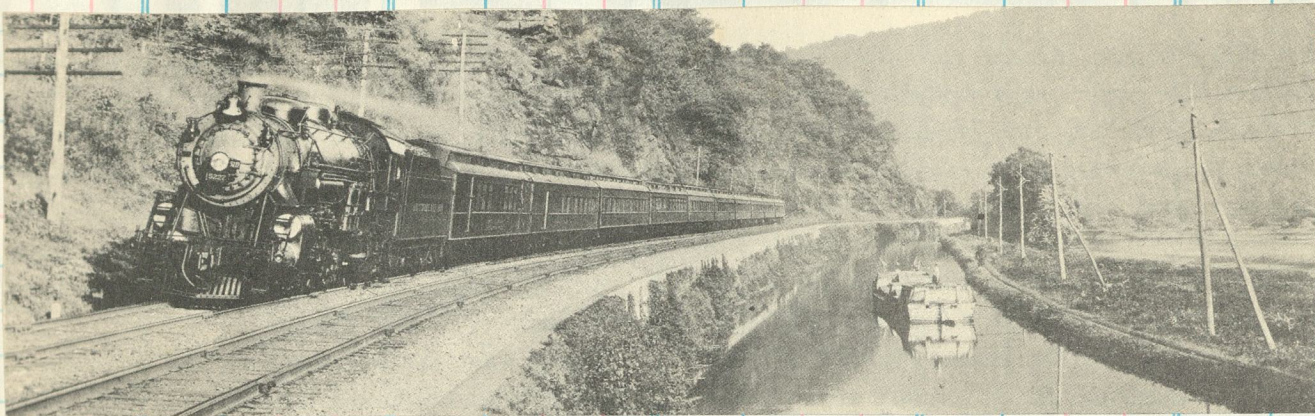
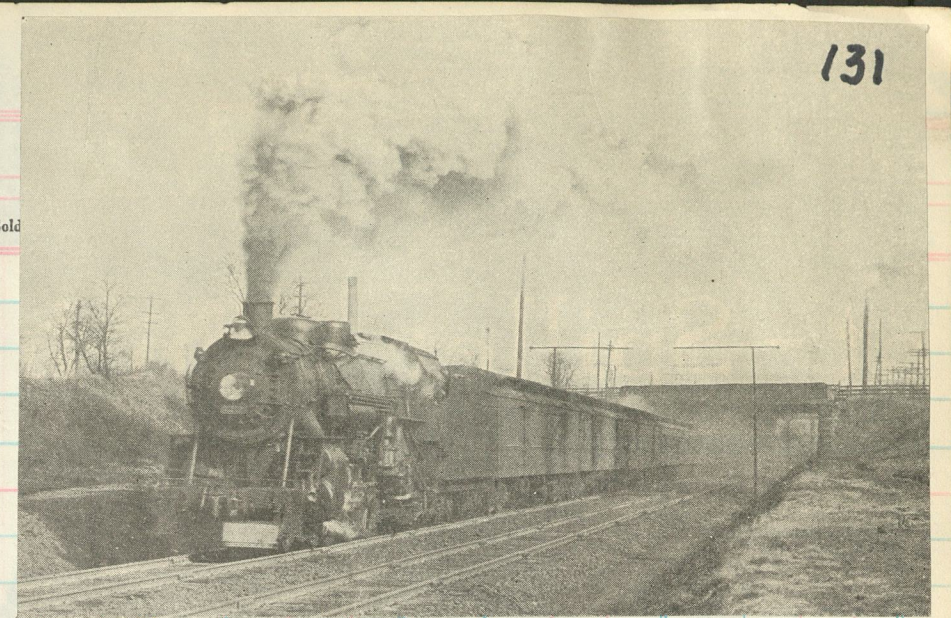
It's June 1925 and the 5217 departs Washington
with ten cars of Trn #6



The 5206 was wheeling the National Ltd at 70 mph between Baltimore and Washington when the right rear tire came loose. Engine crew, no doubt, felt lucky getting stopped without derailling!

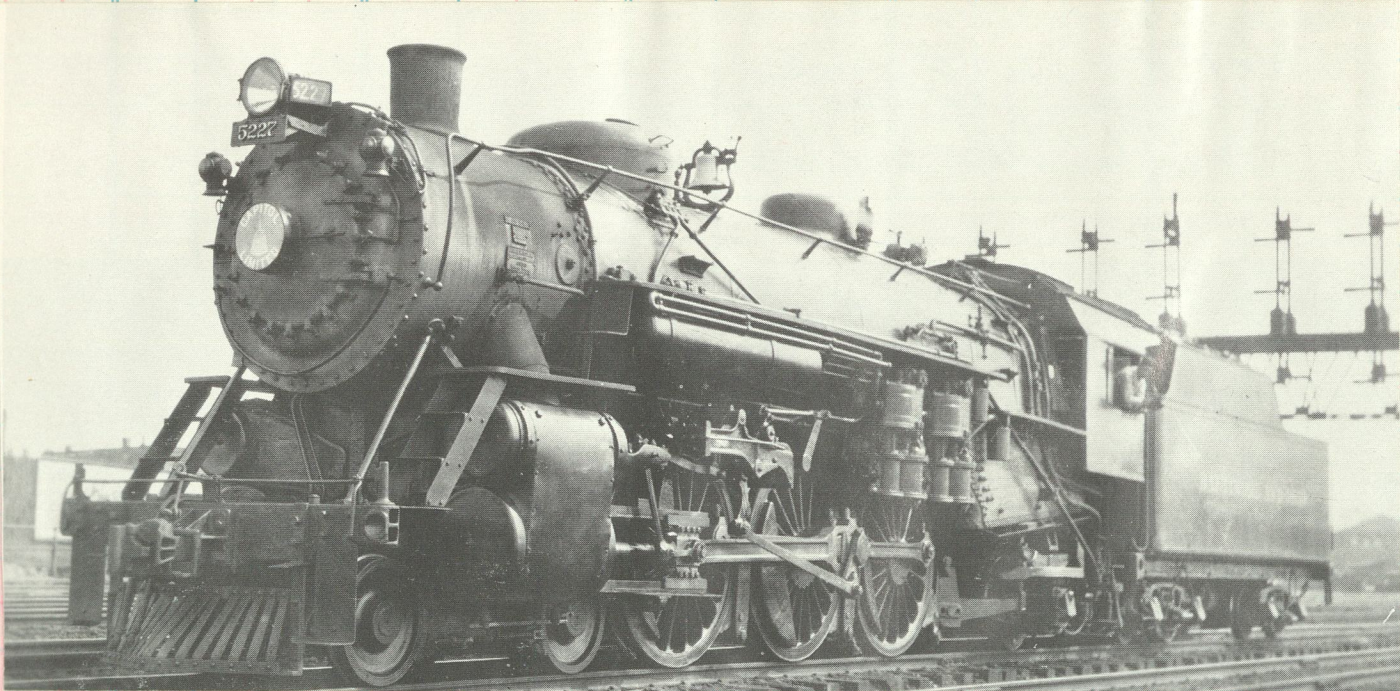


Passing Garrett Park, Md.

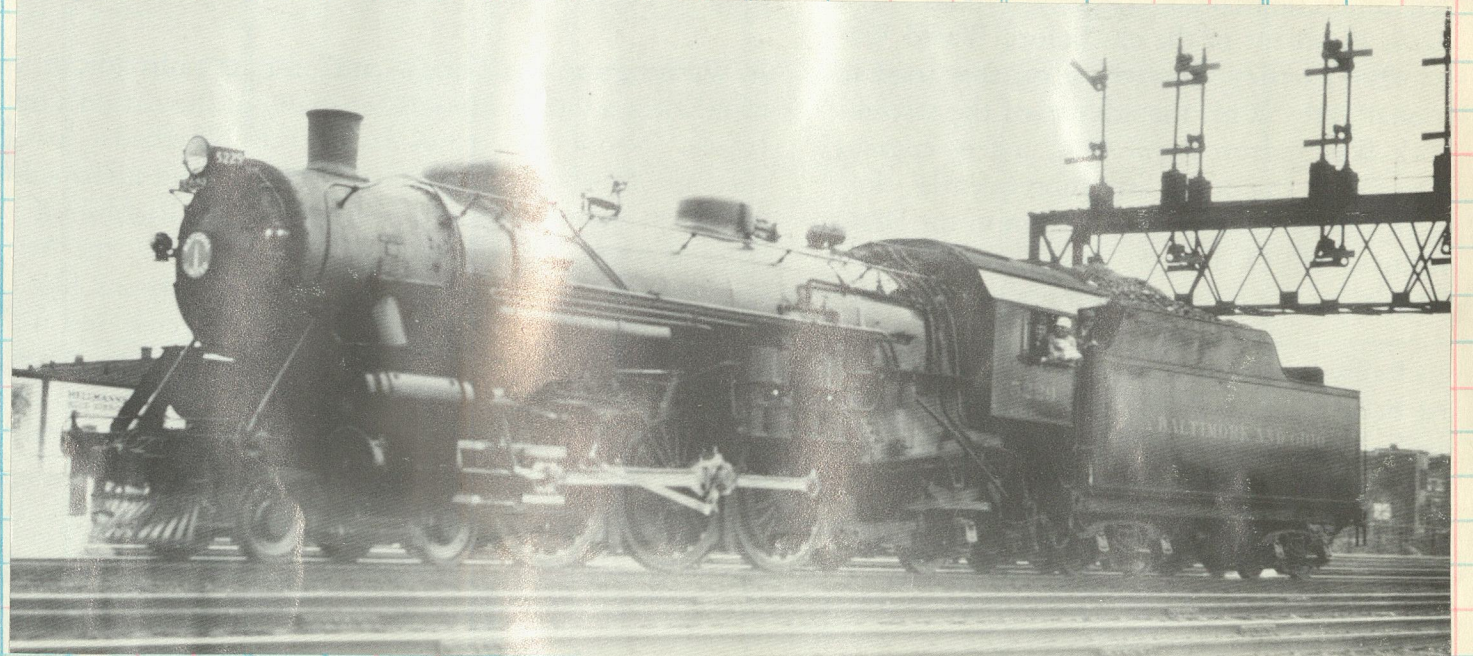


An additional ten P-5's were built by Brooks in 1919 noed 5220-5229.

Two views of the Capitol Limited along the Chesapeake & Ohio canal near Sandy Hook, just east of Harpers Ferry. Print on left, Engine is #5227.

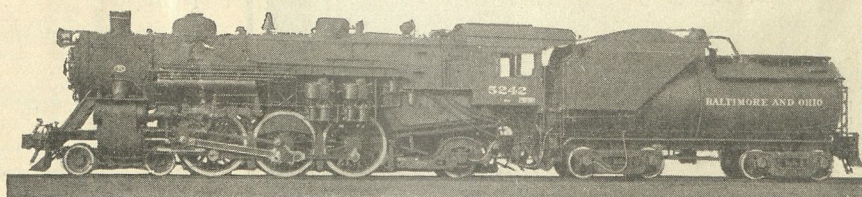


Shopping about 1925 has changed the appearance of the 5227 from a USRA design to 'standard B&O' by changing position of the headlight and bell. Which proves how minor alterations can change the form of an engine.



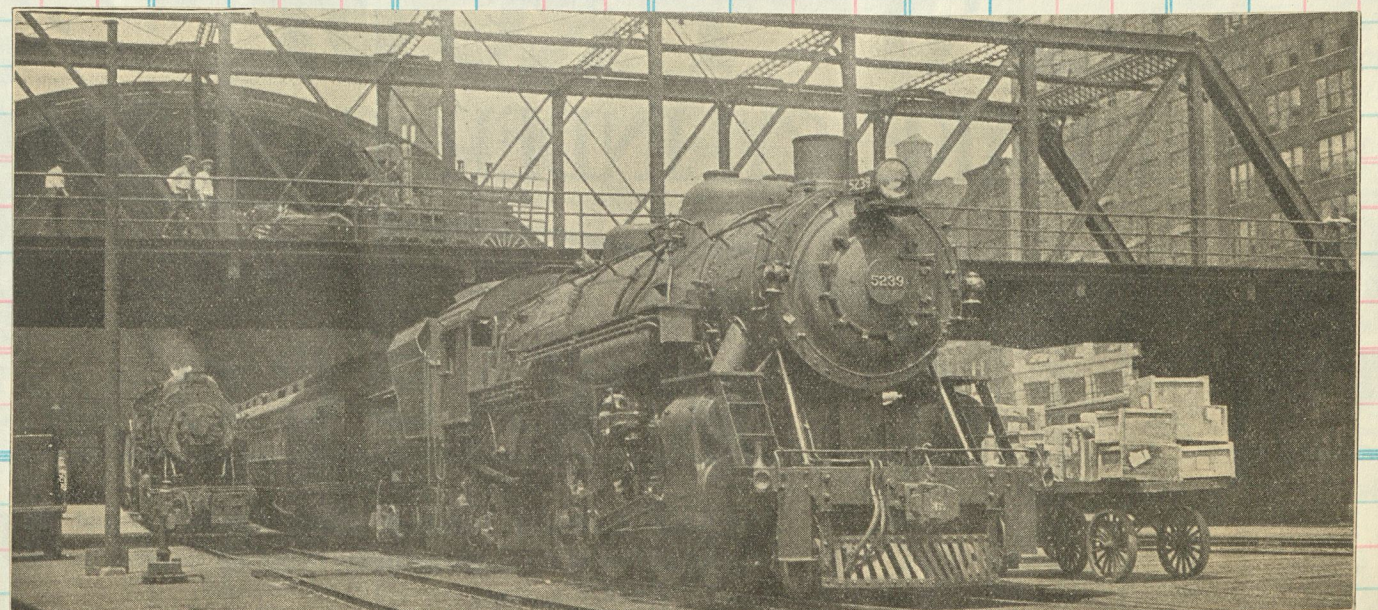
#5229 received the same treatment as the 5227. Both are pictured at Ivy City, D.C. waiting to back down to Union Station and pick up Trn #6 for the run to Jersey City.

Train #73 departing Pittsburgh on the 325 mile run down to Cincinnati



Baldwin Pacific Type, B. & O. Class P-6, for Passenger Service. Cylinders, 24 3/4" x 28". Driving wheels, diameter, 74". Steam pressure, 200 lb. Grate area, 66.7 sq. ft. Water heating surface, 3348 sq. ft. Superheating surface, 794 sq. ft. Weight on drivers, 173,950 lb. Weight, total engine, 288,590 lb. Tractive force, 39,400 lb.

5230-5244
Baldwin 1922
c/n 55886



Trn #6, the Capitol Ltd., with the 5239 ready to depart Chicago's Grand Central Station



No. 21—THE WASHINGTONIAN—Daily.
(Through train via P. & L. E. R. R., Pittsburgh to
Youngstown, thence Erie R. R. to Cleveland.)
Parlor-Dining-..... Baltimore to Cleveland.
Lounge Car..... Baltimore to Cleveland.
Recl. Seat Coach..... Baltimore to Cleveland.
Combine Coach..... Baltimore to Pittsburgh.

Train #21 storming up to the crest of Sand Patch at Manila Tower behind P-1d [ex P-1c] #5043.

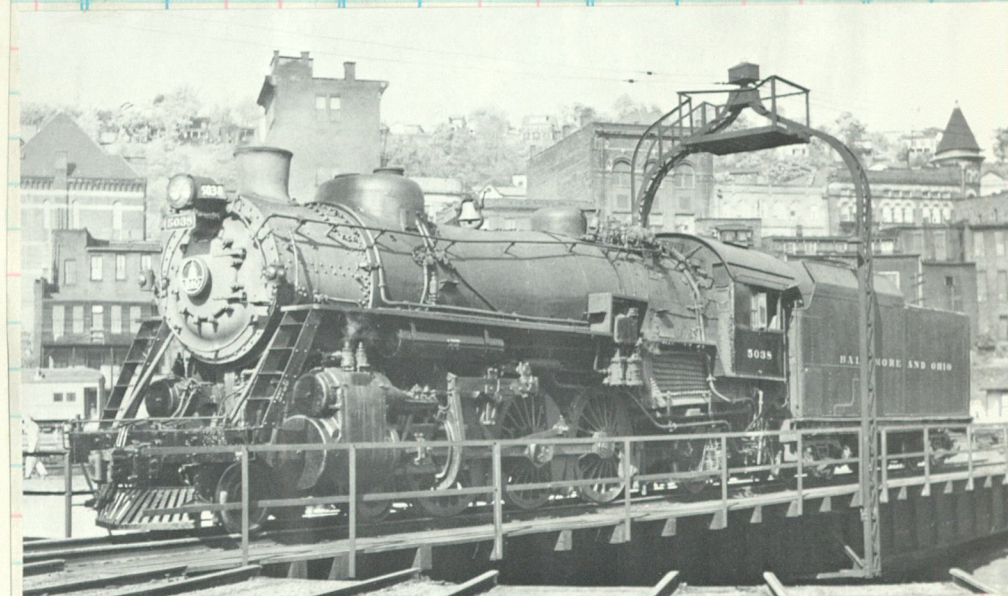


#5083, a P-1d, drifting down off Sand Patch after working a helper assignment. Built as the 2169 by Baldwin 1911, rebuilt in 1925 as P-1ba #5083. Updated as P-1d in 1938.

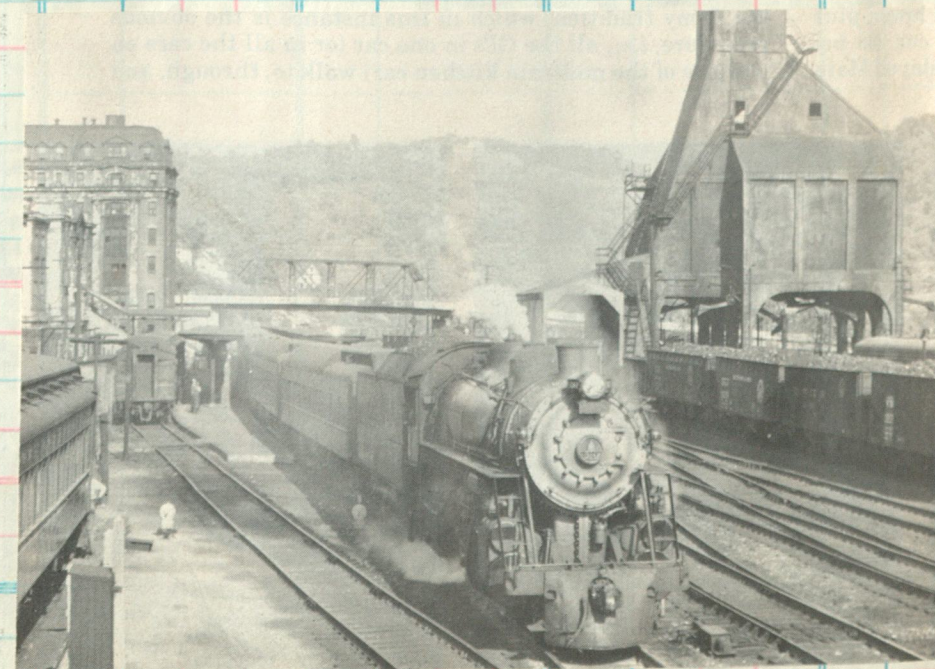
The acknowledged 'heavy duty' passenger engines on the B&O were the P-1c and P-1d classes. In 1924 Mt Clare rebuilt twenty eight 2-8-2's into P-1c's. The P-1d class consisted of eighteen rebuilt 4-6-2's in 1929, eleven of the P-1c's were updated to P-1d's by 1938. Worked on the mountain divisions west of Cumberland.



A pair of P-1d's boil out of Sand Patch tunnel with the westbound "Washingtonian"



P-1d, former P-1c, #5038 rides the merry-go-round at Grafton, W.V.

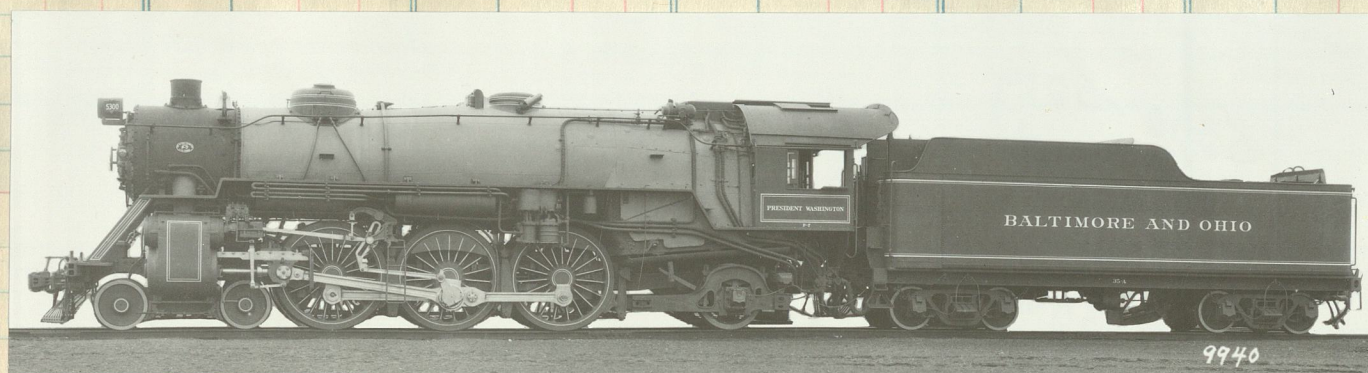


The 5068, P-1d, departs Grafton with a 'main' (troop) train.

The Presidents — B&O's super Pacifics



Of the thousands of 4-6-2 type that operated on American rails the B&O 'Presidents' [Class P-7] were outstanding. Done in a green and gold livery and named after the Presidents of the U.S. set them apart from the normal practice at that time. Twenty were constructed by Baldwin in 1927, noed 5300-5319, incorporating latest improvements which made them exceptional and among the finest Pacific type ever erected. This is the 'President Fillmore' at the Jersey Central's Communipaw engine terminal in her original livery. Photo by friend Ed May on April 15, 1936.

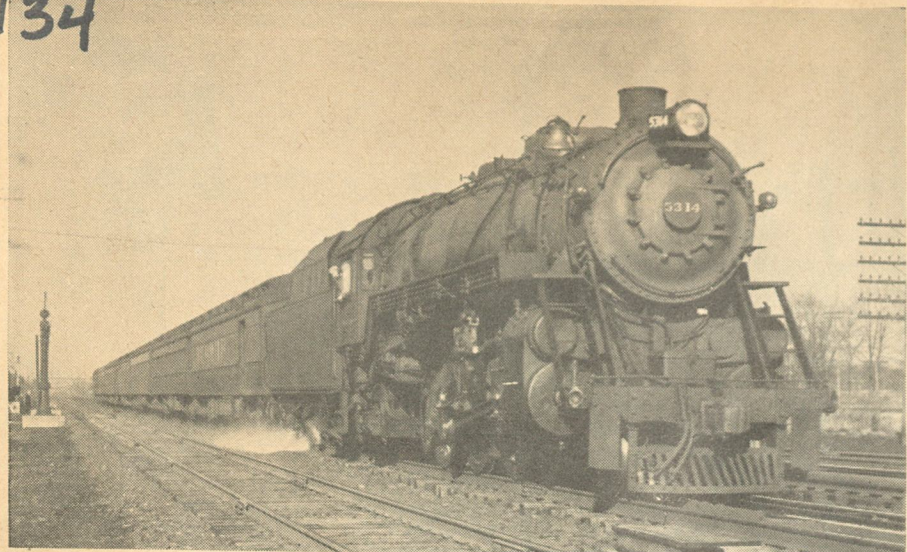


Official portrait of the first president--c/n 59881



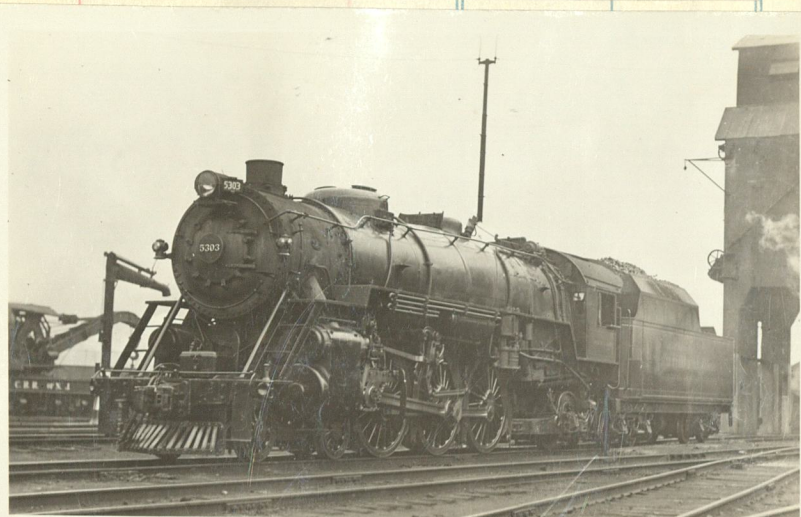
Ten cars of Train #6 behind the 5319 whips thru Collingdale, Md. June 1940





BALTIMORE & OHIO'S ENGINE 5314 HAULING "DIPLOMAT" TAKES ON WATER AT TROUGHS NEAR DUNELLEN, N. J.

No. 3—THE DIPLOMAT—Daily.
Completely Air-Conditioned Train—New York to St. Louis.
 Observation Car..... Washington to St. Louis—10 Sections. (Radio.)
 Lounge Car..... New York to Washington.
 Sleeping Car..... New York to St. Louis—10 Sections, 2 Compt., 1 Drawing-room.
 New York to Louisville—12 Sections, 1 Drawing-room. (No. 51
 from North Venn.)
 Dining Car..... New York to St. Louis.
 Combine Coach..... New York to St. Louis.
 Recl. Seat Coach..... New York to St. Louis, (Lunch Counter, Seat Tray Meal Service
 and Lounge-rooms.)



The 'Pres Madison' at Communipaw on
Apr. 25, 1935. Another foto by Ed May.

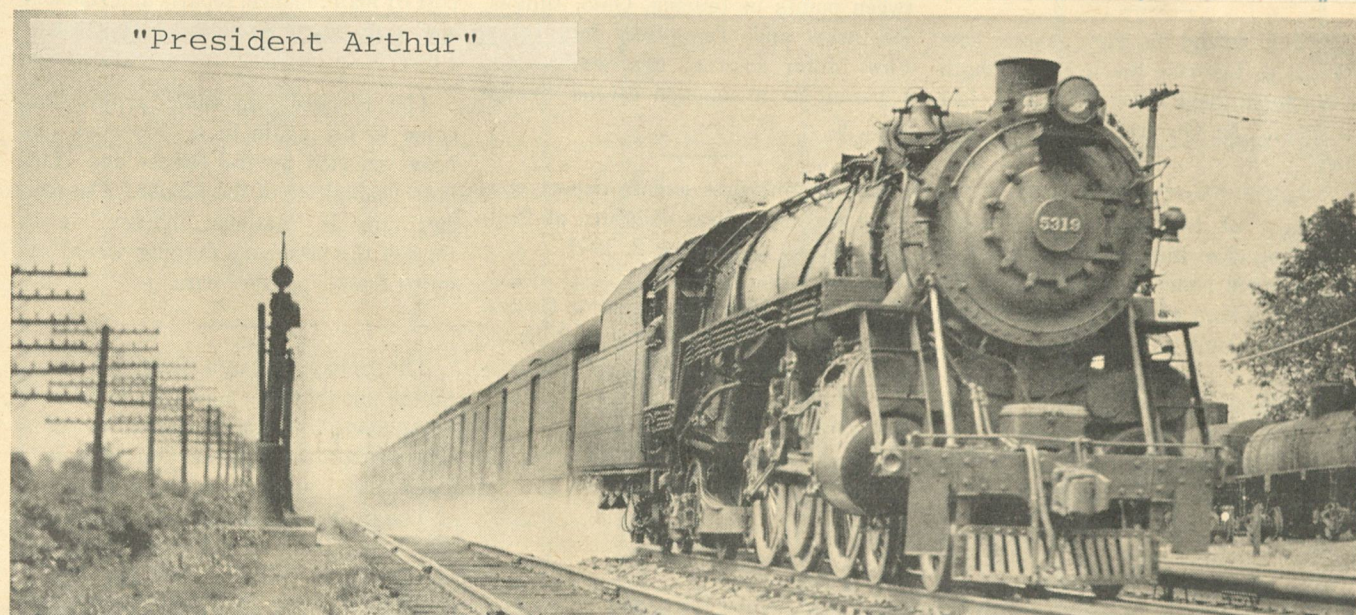


#5304 'Pres Monroe'

Eastbound Baltimore and Ohio Railroad Train No. 2. The National Limited, East of Darby Penn. Date Unknown.



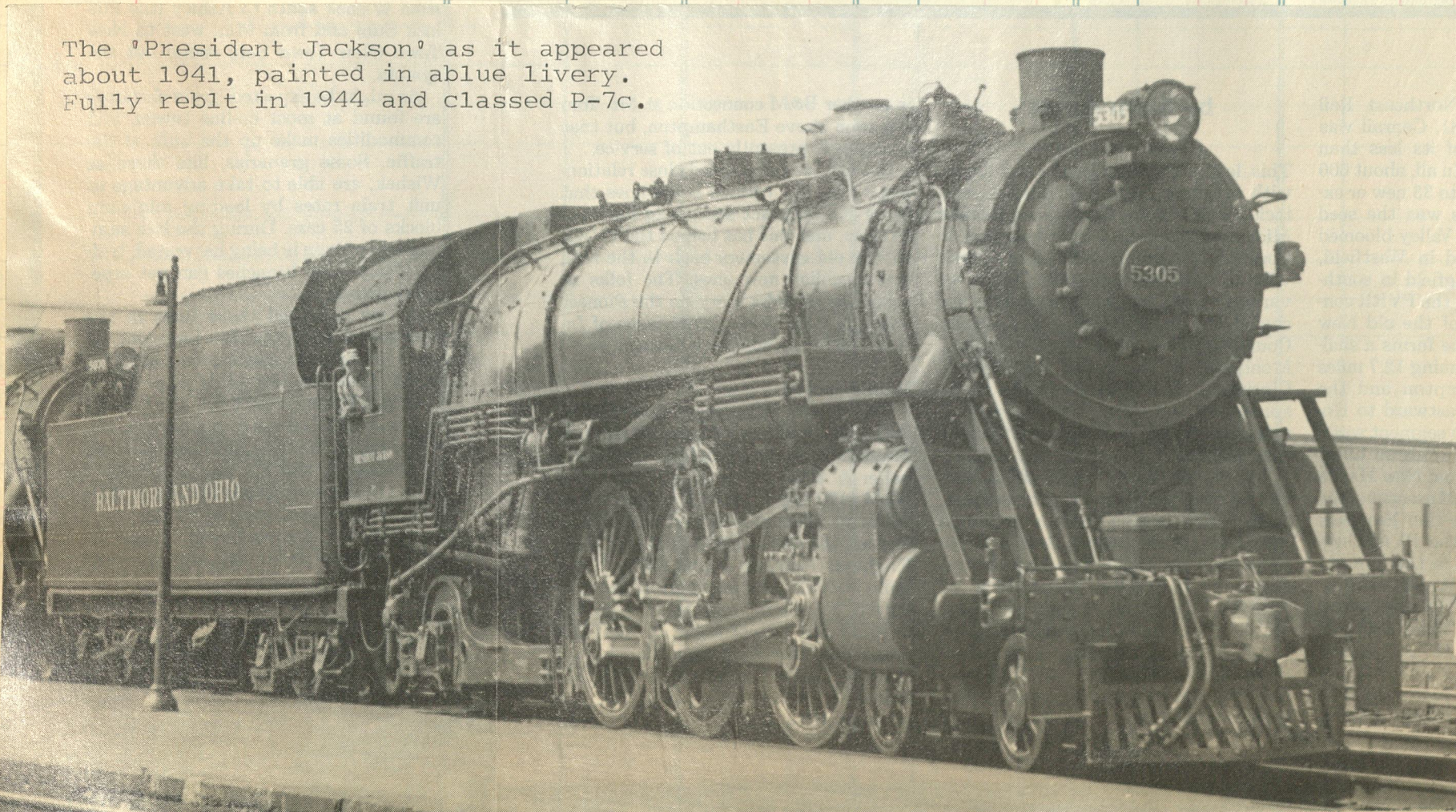
Allston Railroad Photographs
 BALTIMORE & OHIO'S ENGINE 5311 PASS-
 ING HALETHORPE, MARYLAND



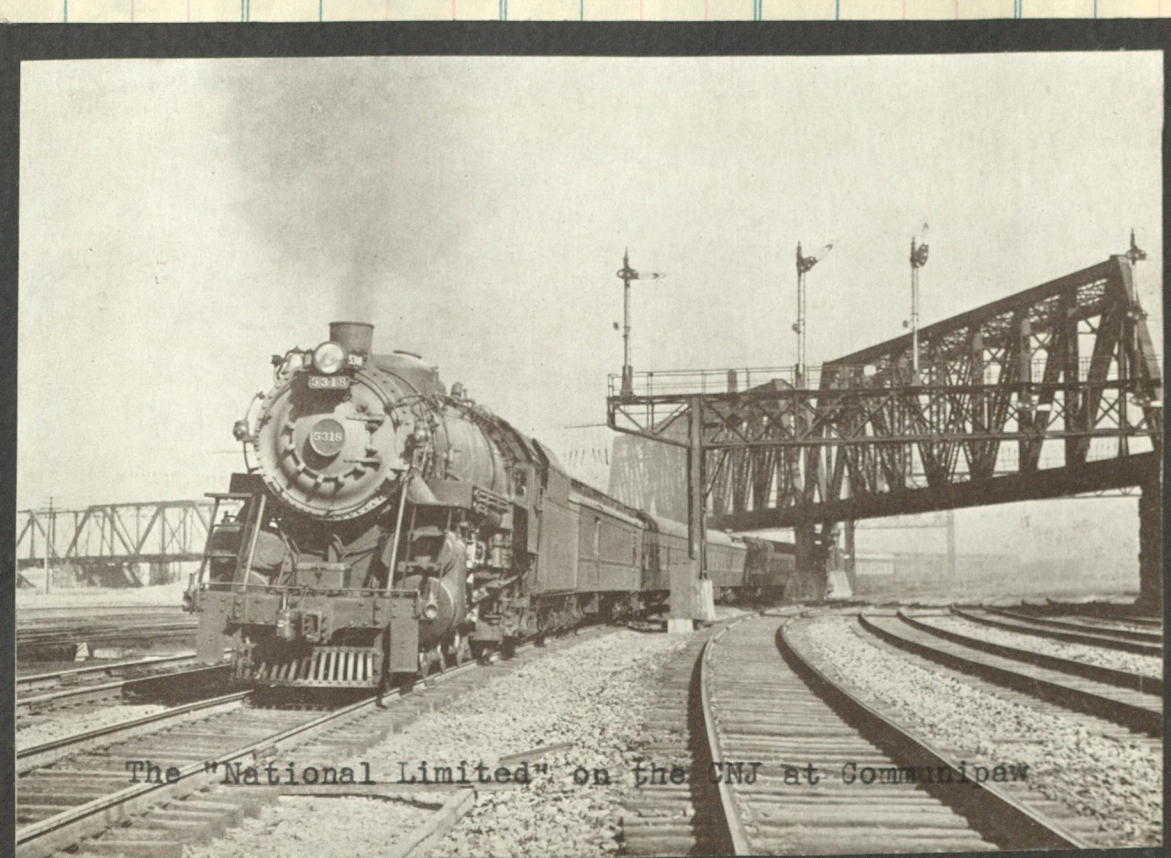
"President Arthur"

BALTIMORE & OHIO'S ENGINE 5319 HAULING "THE NATIONAL LIMITED"
Photo was made as the train took on water from the Greenbrook track tanks.

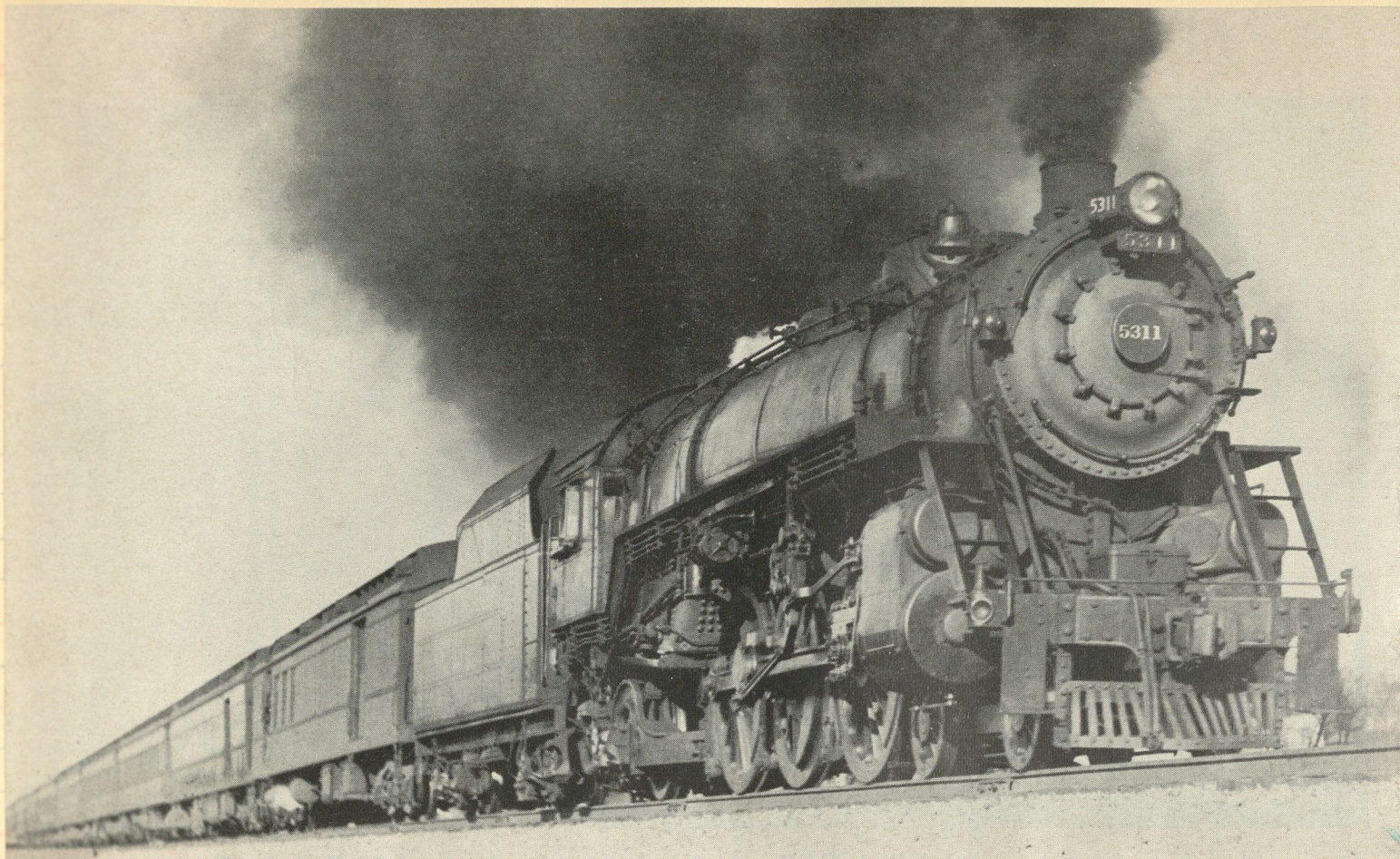
H. W. Pontle



The "President Jackson" as it appeared about 1941, painted in a blue livery. Fully rebuilt in 1944 and classed P-7c.



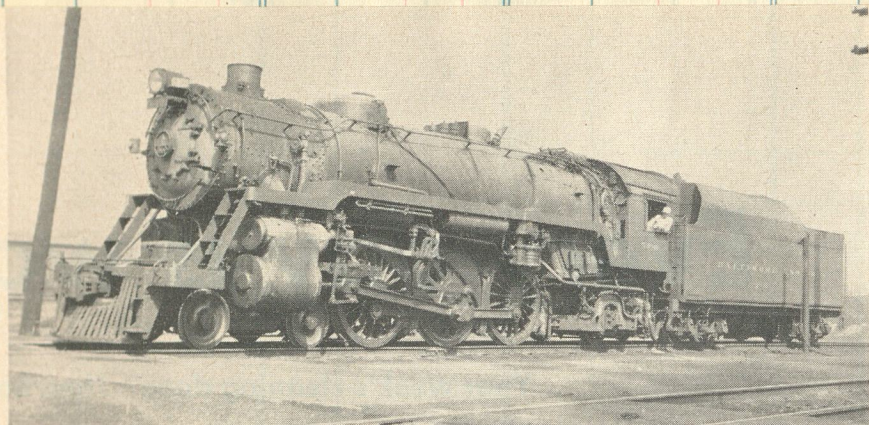
The "National Limited" on the CNJ at Communipaw



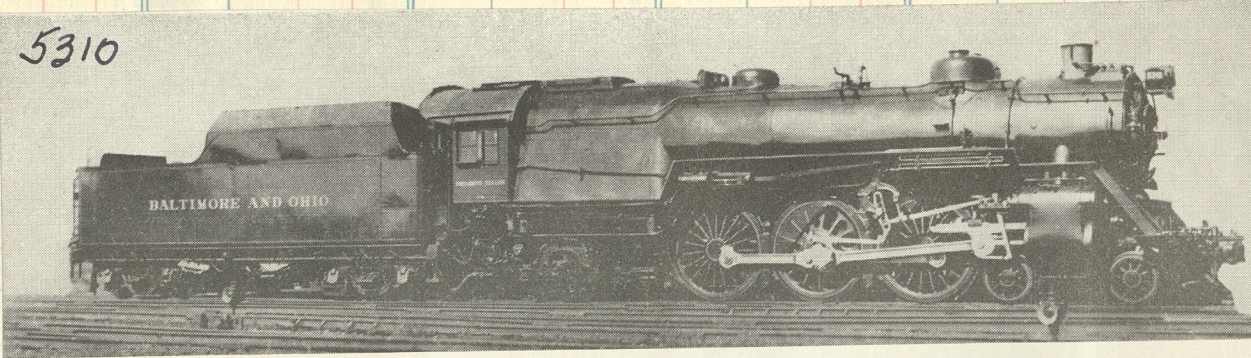
The 'President Fillmore' proudly leads nine cars westbound on the Jersey Central



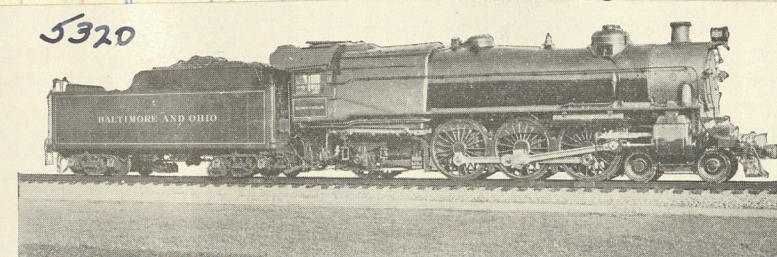
A heavy overcast shrouds the COLUMBIAN racing thru West Trenton on the Reading trackage.



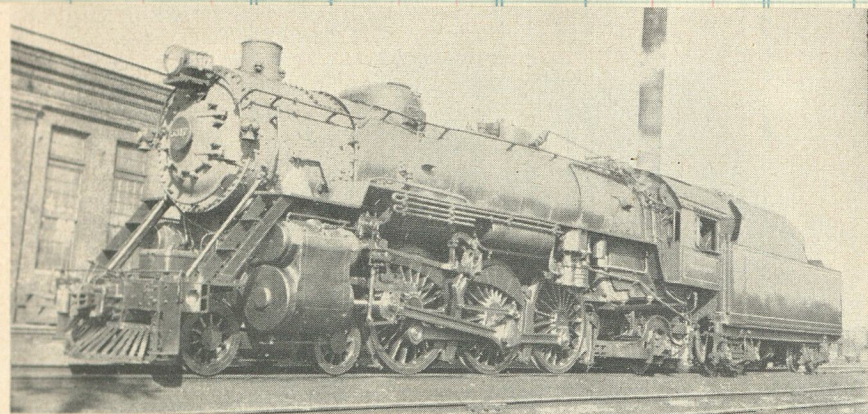
The President Van Buren, No. 5306, underwent a rebuilding in 1942 and came out of the shop a P-7b. It has a front-end throttle, a feedwater heater, a bigger tender, other modifications. In 1944 B&O began to put these improvements and others on six engines to make them P-7c's.



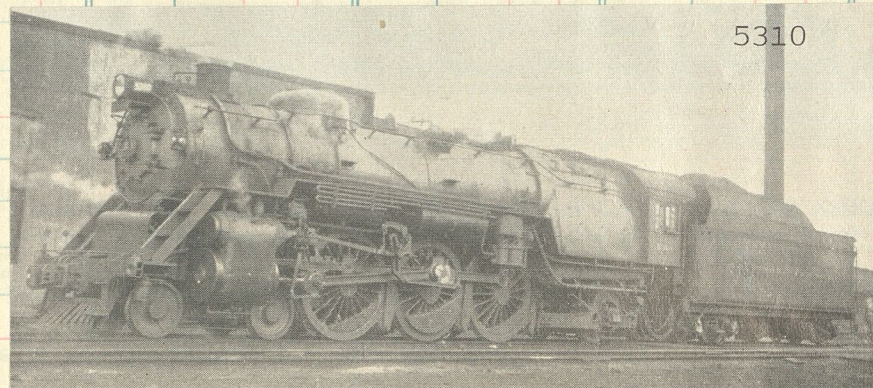
Class P-9b, converted from P-7 at Mount Clare in 1942.



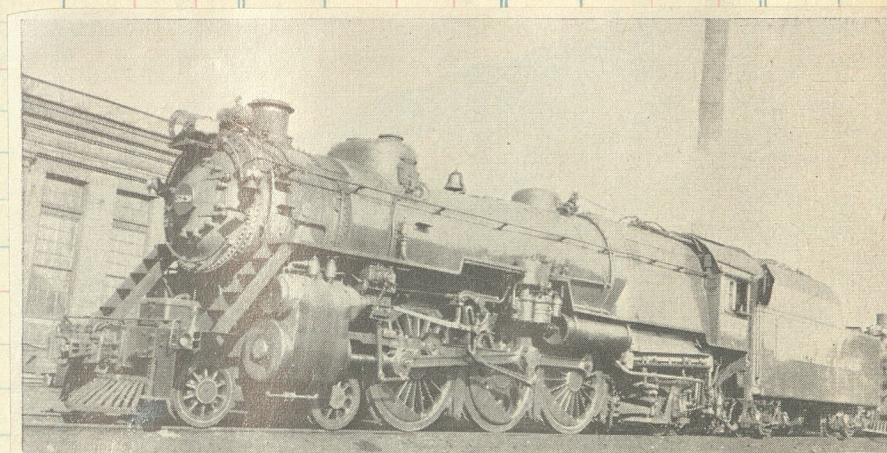
Class P-9, the "President Cleveland," as originally built at Mount Clare in 1928, with poppet valves and water-tube firebox.



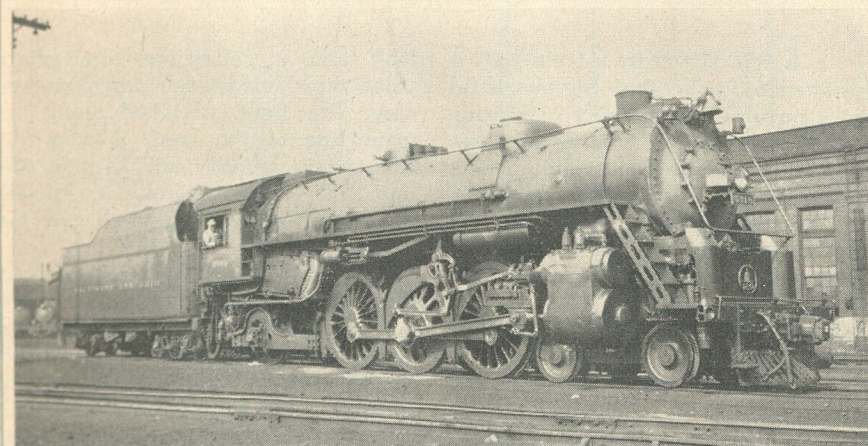
Twelve years of service had seen only a few minor changes in No. 5317 when this picture was made at Philadelphia in 1939. Its tender capacity had been increased by building up the sides of the coal compartment, and the bell had been moved. No. 5317 became a P-7c in 1945.



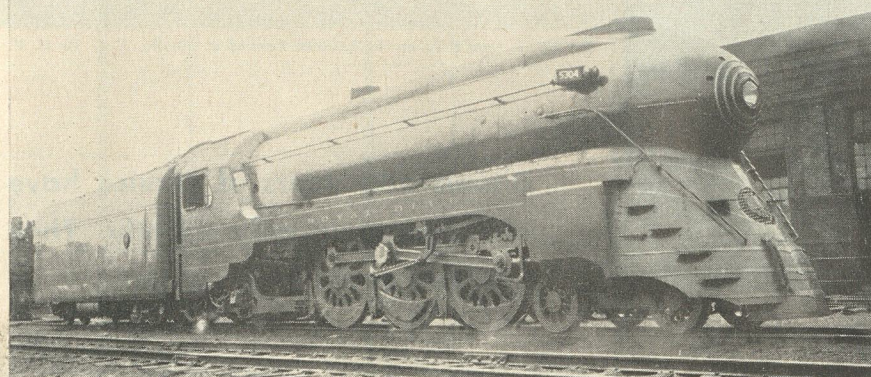
5310



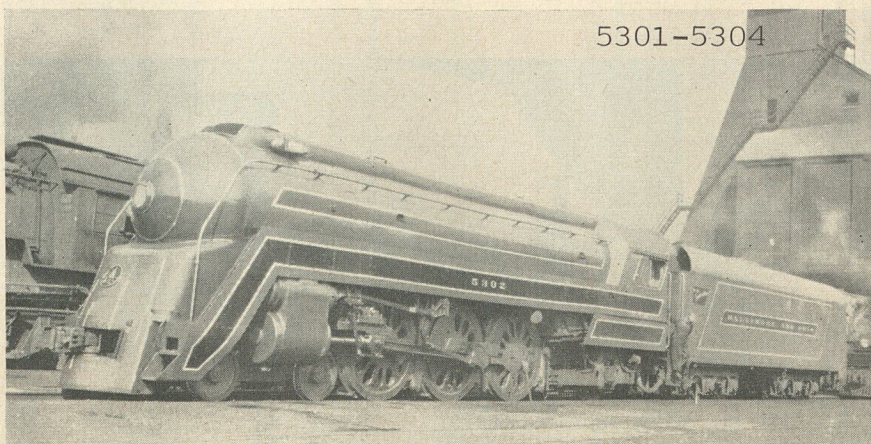
Mt. Clare Shops built the 5320 in 1929 with a water-tube firebox, poppet valve gear and the classification P-9. The valve gear was taken off in 1929, the water-tube firebox in 1945. The engine first was reclassified P-9a, then P-7. Its original name was President Cleveland.



Nos. 5305, 5309, 5312, 5314, 5317 and 5318 are classified P-7c, and look like this. The two air pumps have been placed behind a shield on the pilot deck, the headlight is in the center of the smokebox door, and the smokebox is covered, giving the boiler a smooth, sleek look.



No. 5304 was streamlined to pull the Royal Blue and reclassified P-7a. Came the diesel in 1939, and the windsplitter was removed from 5304's boiler. Mt. Clare added another streamlined sheathing in 1946 when four of the P-7's were assigned to the new streamlined Cincinnati.

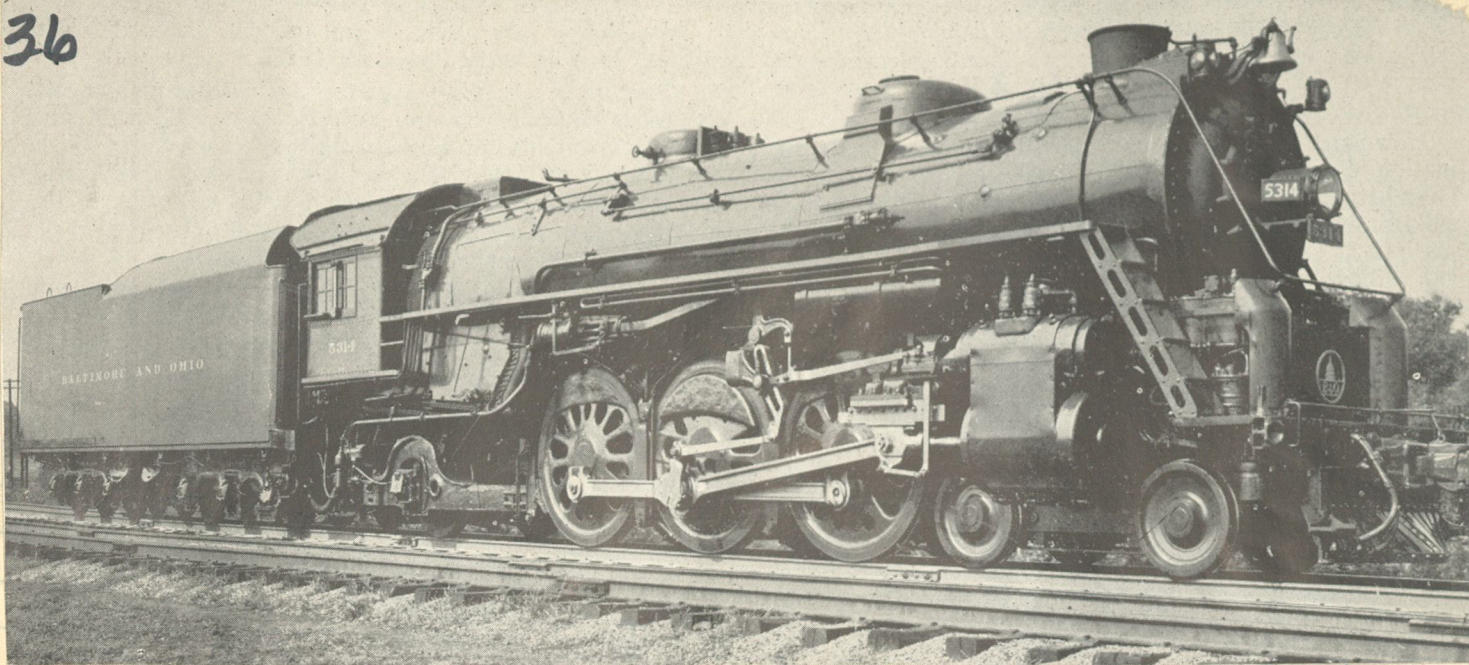


5301-5304

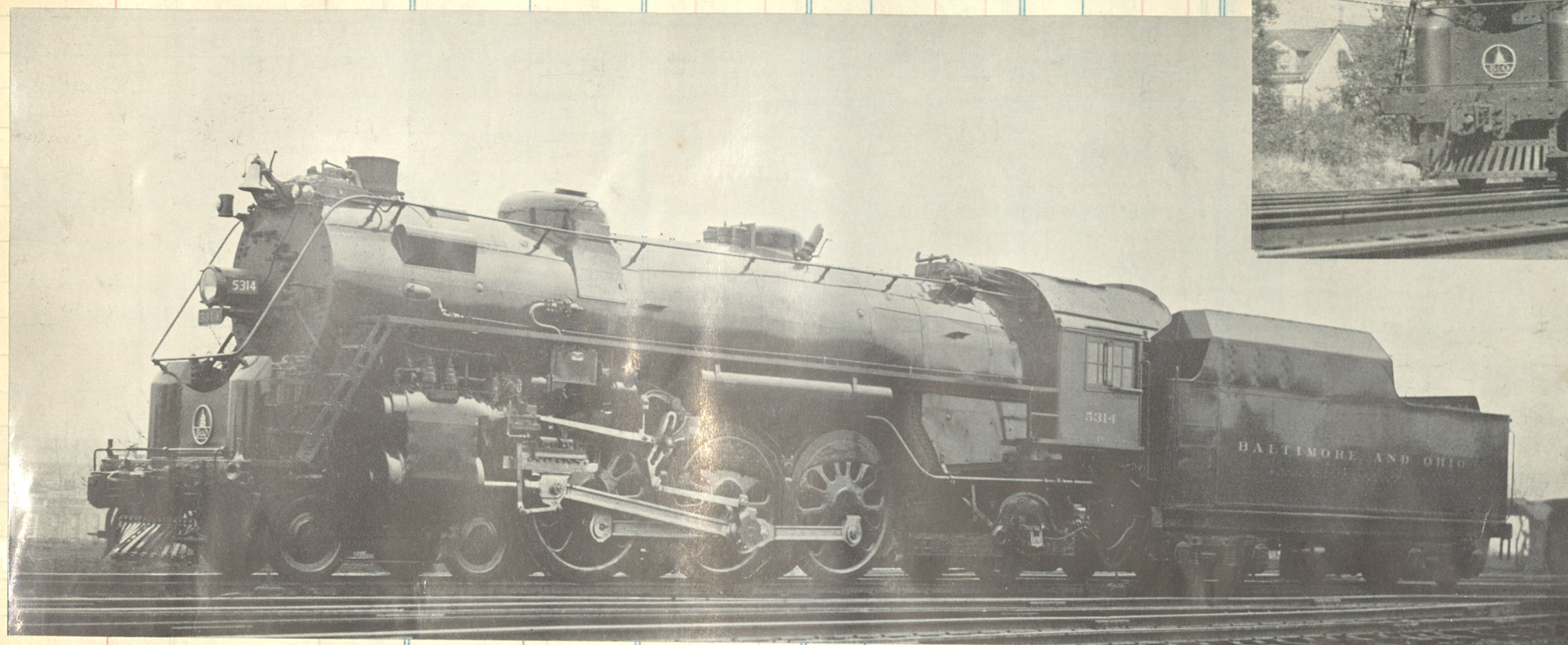
All photos these pages, Ralph G. Dunn.
The four streamlined P-7d's went along with the Cincinnati when that train was put on the Cincinnati-Detroit run. Unprofitable territory (for this five-car streamliner, at least) between Baltimore and Cincinnati spelled its demise on that schedule. This is 4-6-2 No. 5302.



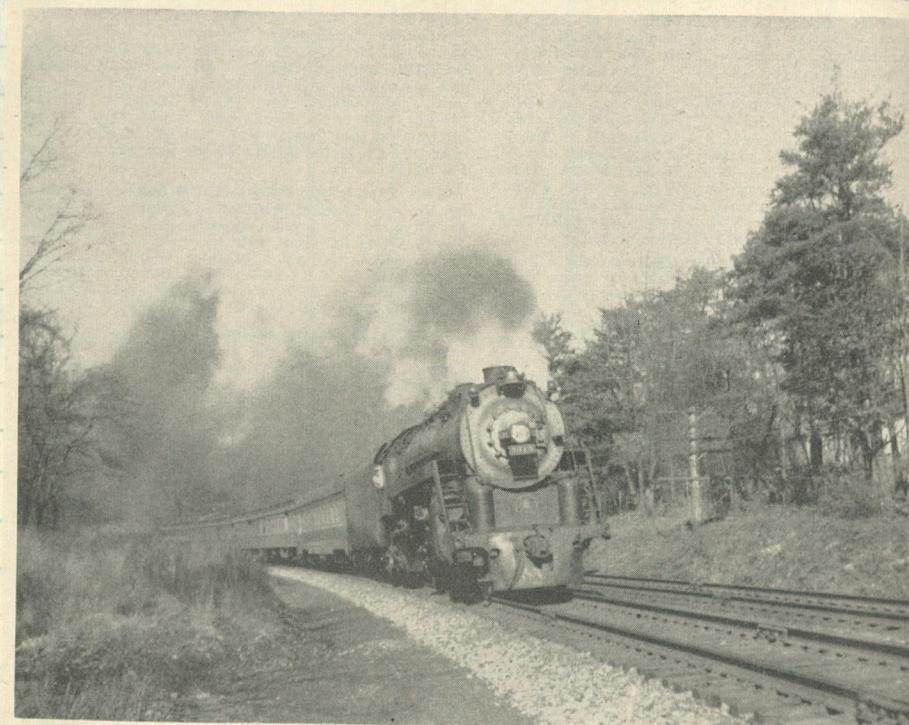
#5310, the 'Pres Taylor' as she appeared after being rebuilt in 1939.



The 5314 works the National Limited thru Roselle, N.J. on the CRR of NJ trackage.

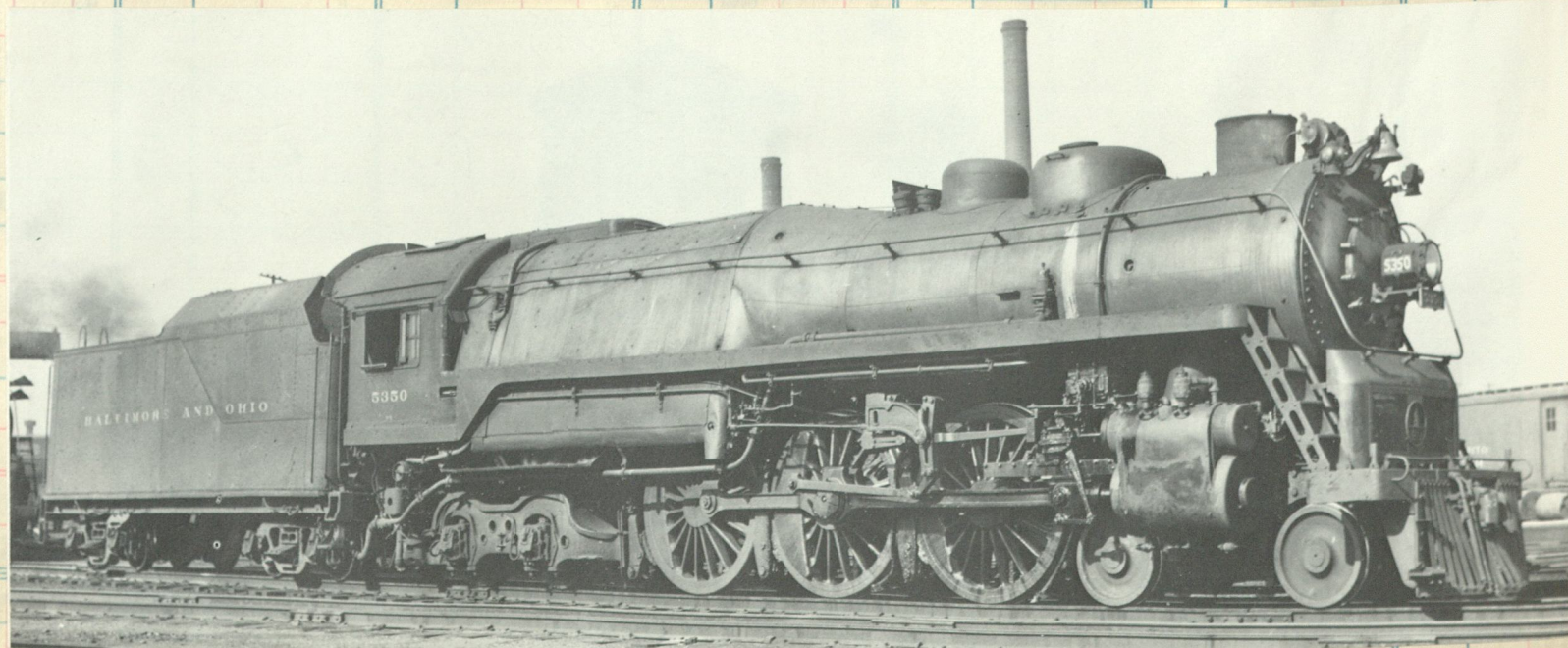


Three P-7e class, nos 5312, 5314, 5317, as rebld at Mt Clare 1949



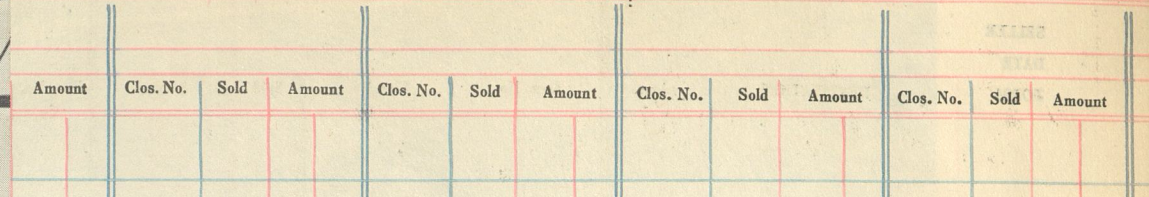
Baltimore & Ohio's No. 34 glides along behind once-streamlined Pacific No. 5315 near Forest Glen, Md.

P-7c 5305 rebld 1944

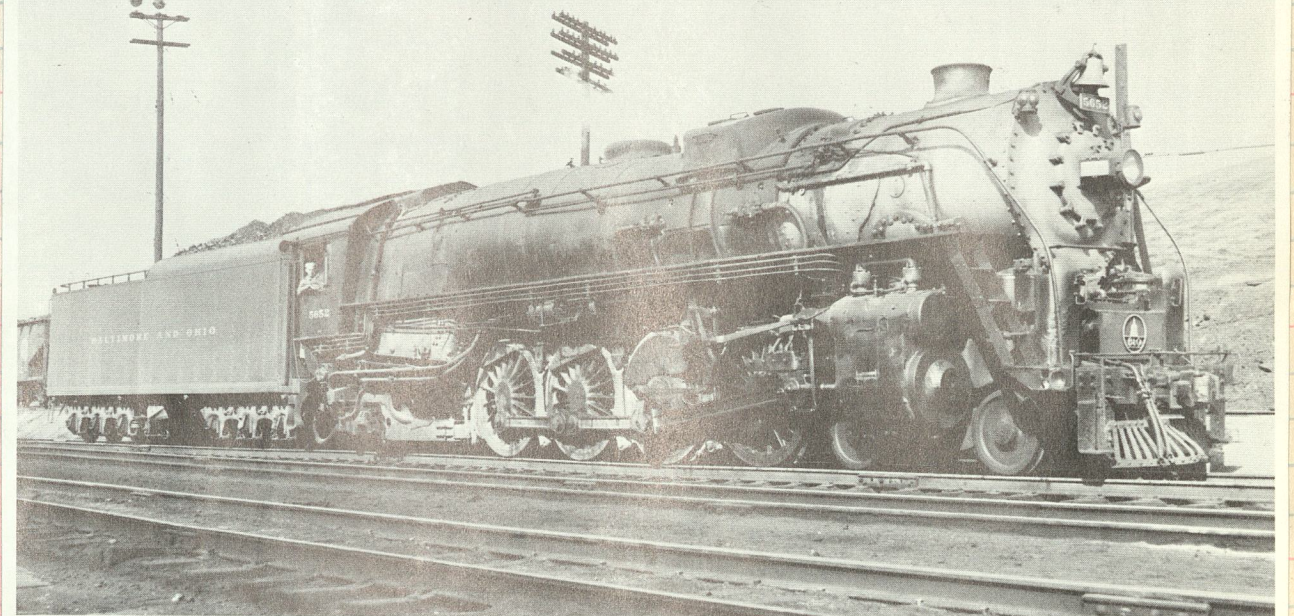


One of four Hudson type on the B&O roster. The 5350 was built at Mt Clare in 1935 and proved to be very successful.

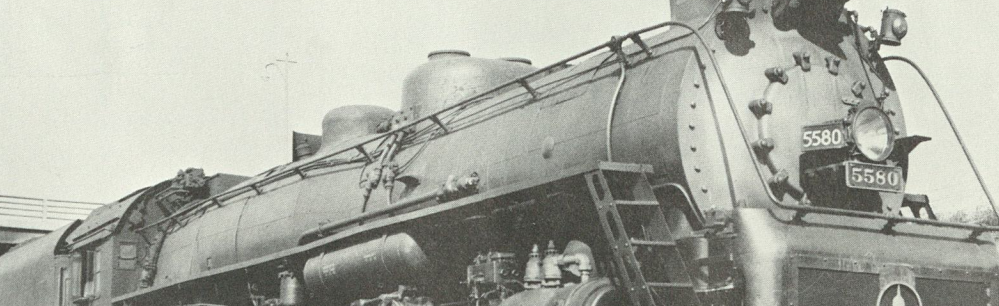
137

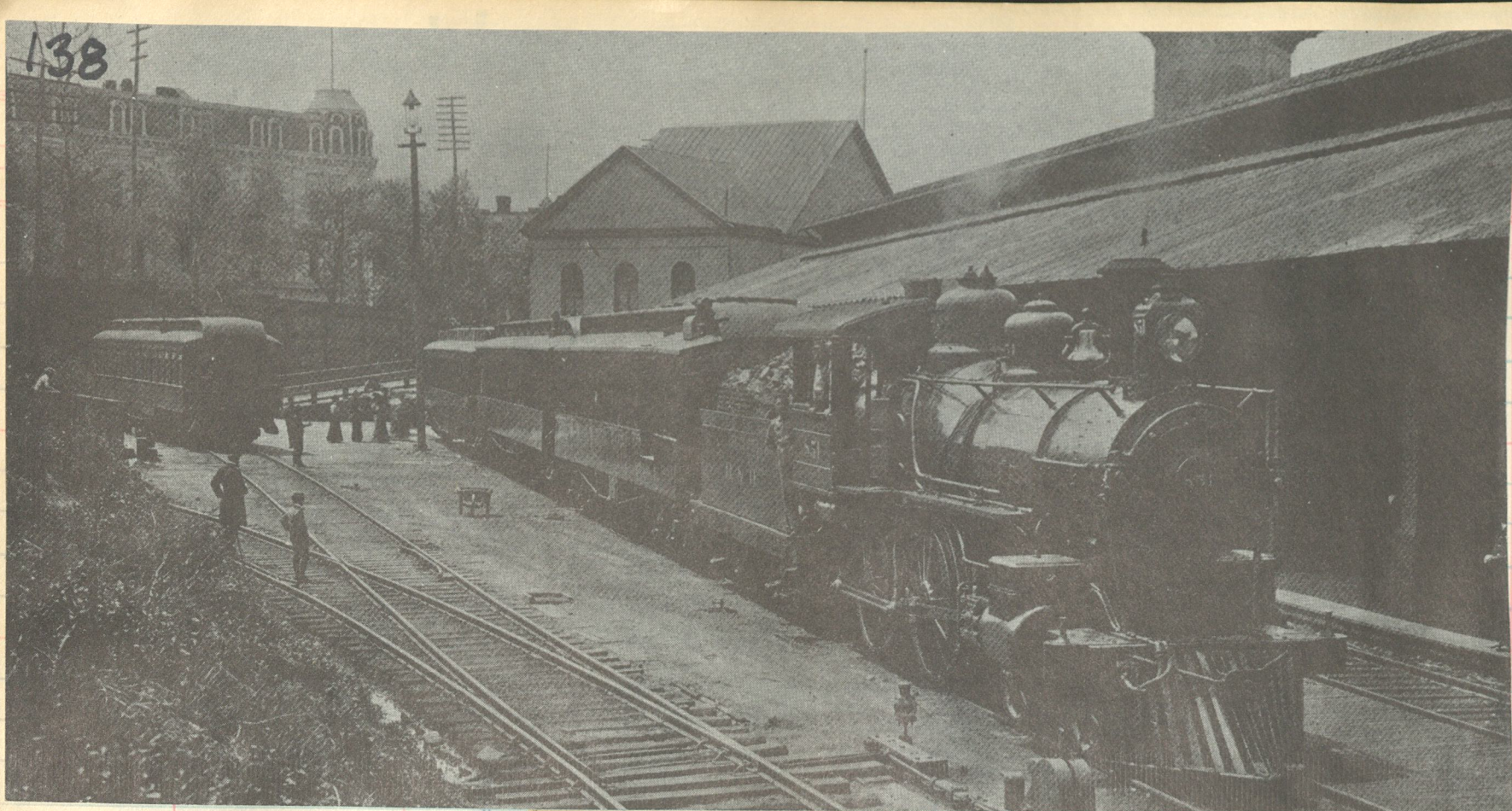


#5555, first of fourty Class T-3
4-8-2's blt at Mt Clare. 5555-5557.
Blt in 1942

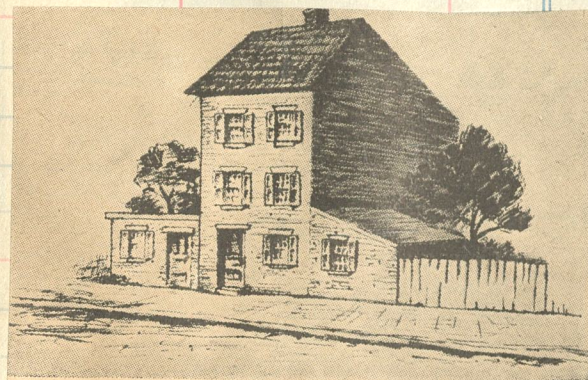


5575-5581 T-3b
Mt Clare 1945

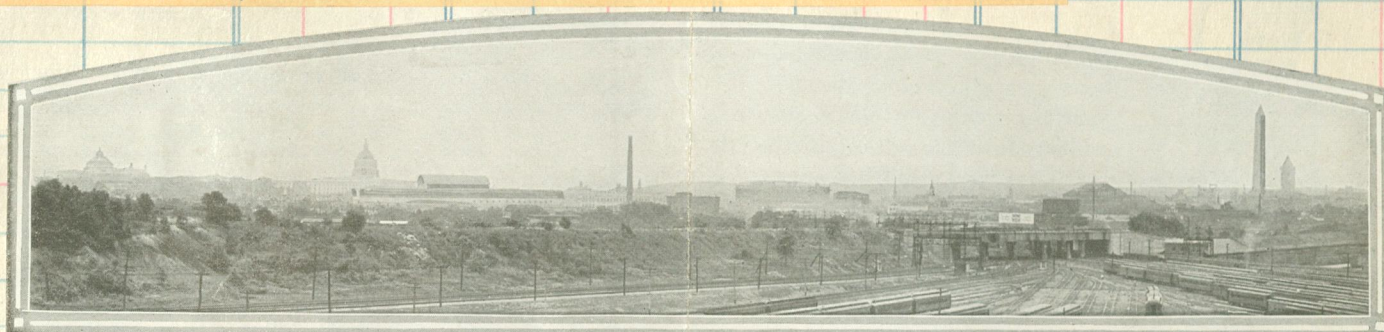
A black and white photograph of a steam locomotive, number 5580, pulling a freight train. The locomotive is dark-colored with a large smokestack and a prominent front cowling. It is pulling several freight cars, including a large covered hopper. The train is on a track, and a bridge is visible in the background.



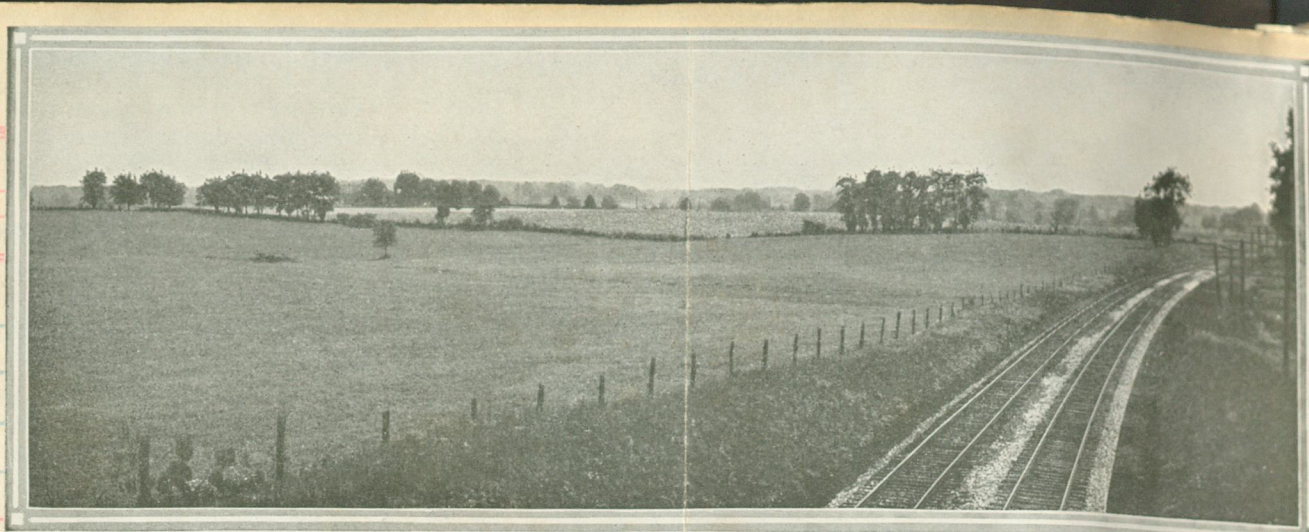
The station that served as the B&O's Washington, D.C. terminal 1851-1907. Trn headed by 4-4-0 #851 built by Baldwin 1890, c/n 11456



FIRST BALTIMORE & OHIO RAILROAD DEPOT IN WASHINGTON, D. C., CONSTRUCTED IN 1835



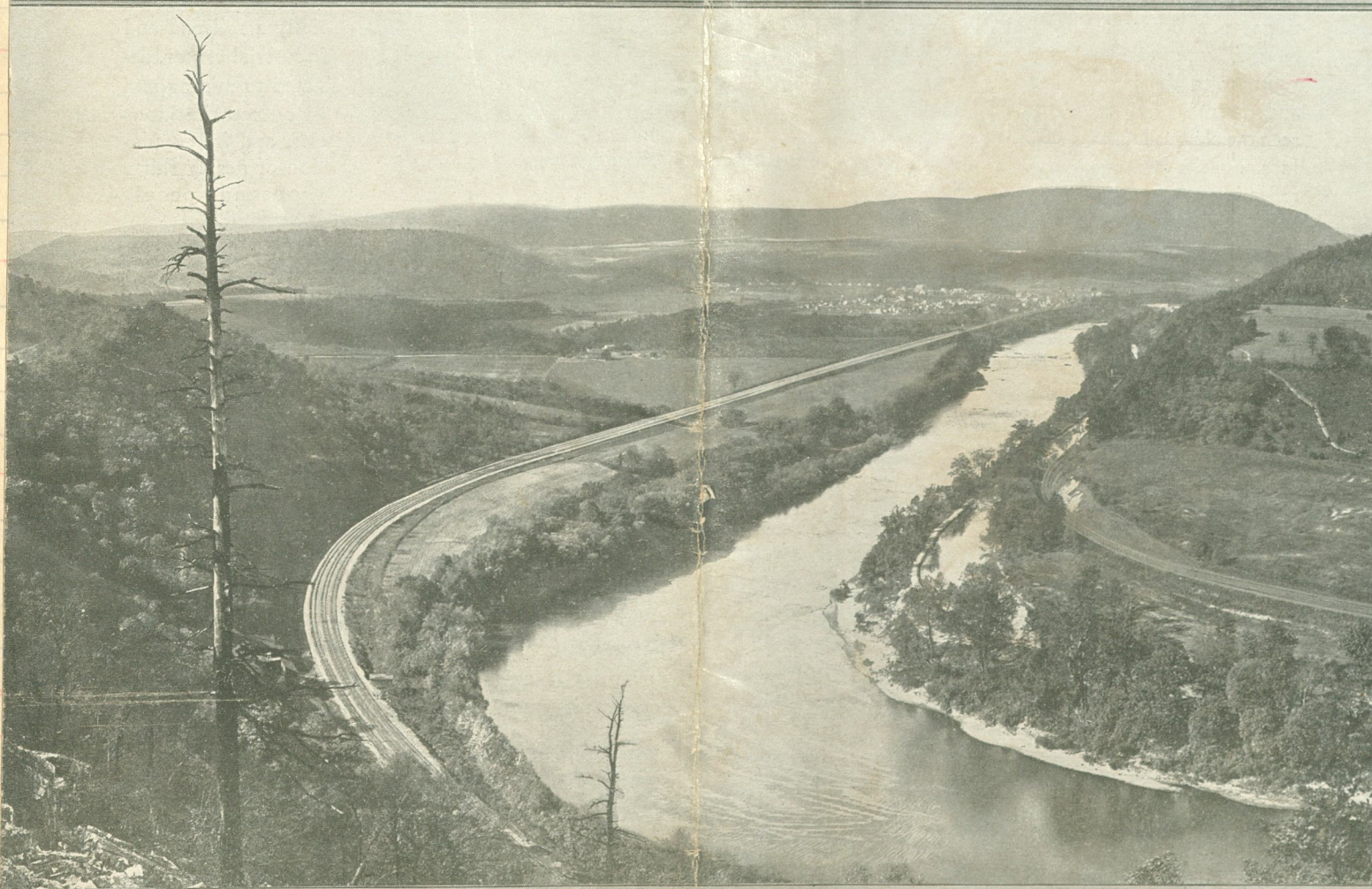
LEAVING WASHINGTON, A NUMBER OF NATIONAL LANDMARKS ARE GLIMPSED



THEN THE ROUTE LIES THROUGH THE FERTILE FARMLANDS OF MARYLAND

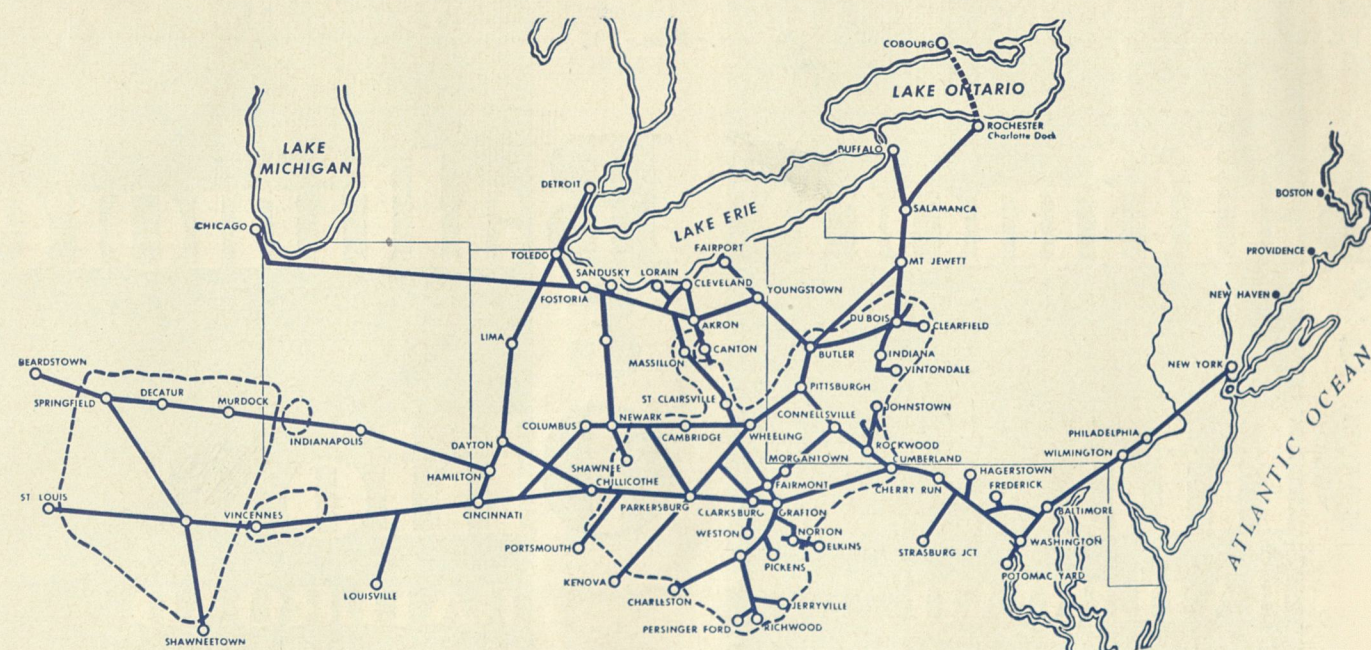
Along the PICTURESQUE POTOMAC

Along the PICTURESQUE POTOMAC



On the
BALTIMORE & OHIO
America's First Railroad

On the
BALTIMORE & OHIO
America's First Railroad



Coal is where you find it...

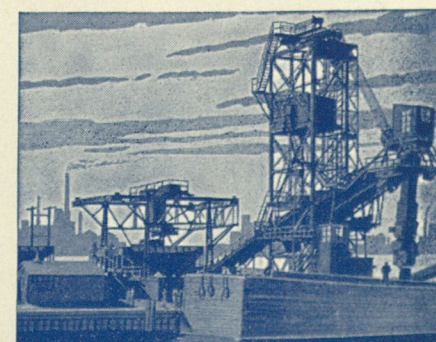
but economical B&O coals are within easy reach of the industries that need them

The map should interest you. The dotted lines indicate where the vast Bituminous deposits on the Baltimore & Ohio lie—then observe the strategic position of B&O rails serving the heart of industrial America. This is accessibility—the plus that means economy when you buy coals on the B&O!

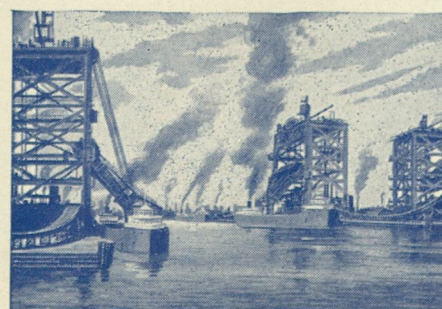
Through the great B&O ports of Lorain, Toledo, Fairport, and Buffalo on Lake Erie, and Charlotte on Lake Ontario, consumers in all the Great Lakes region and in Canada have access to B&O Bituminous. Terminals

accessible to B&O at New York and Philadelphia, and B&O's own tidewater terminals at Curtis Bay, Baltimore, and Howland Hook, Staten Island, N. Y., place this coal on the doorstep of Atlantic Coast consumers.

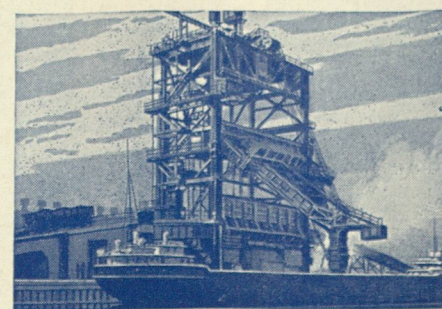
Because Bituminous is basic, B&O has spent more than \$80,000,000 in the last three years to improve system-wide facilities for bituminous distribution. Wise consumers with an eye to efficiency, economy, wide variety, vast reserves, "bank on B&O Bituminous." Ask our man!



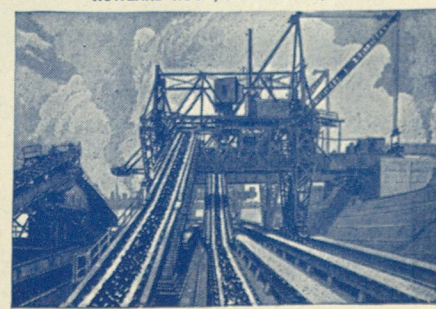
HOWLAND HOOK, Staten Island, N. Y.



COAL FACILITIES, Toledo, Ohio



COAL FACILITIES, Lorain, Ohio



CURTIS BAY, Baltimore, Md.

BITUMINOUS COALS FOR EVERY PURPOSE

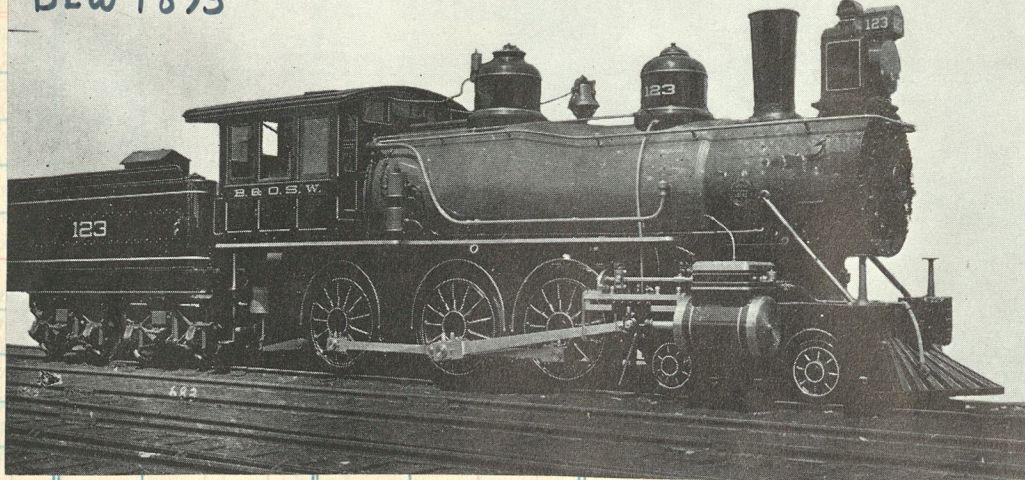


BALTIMORE & OHIO RAILROAD

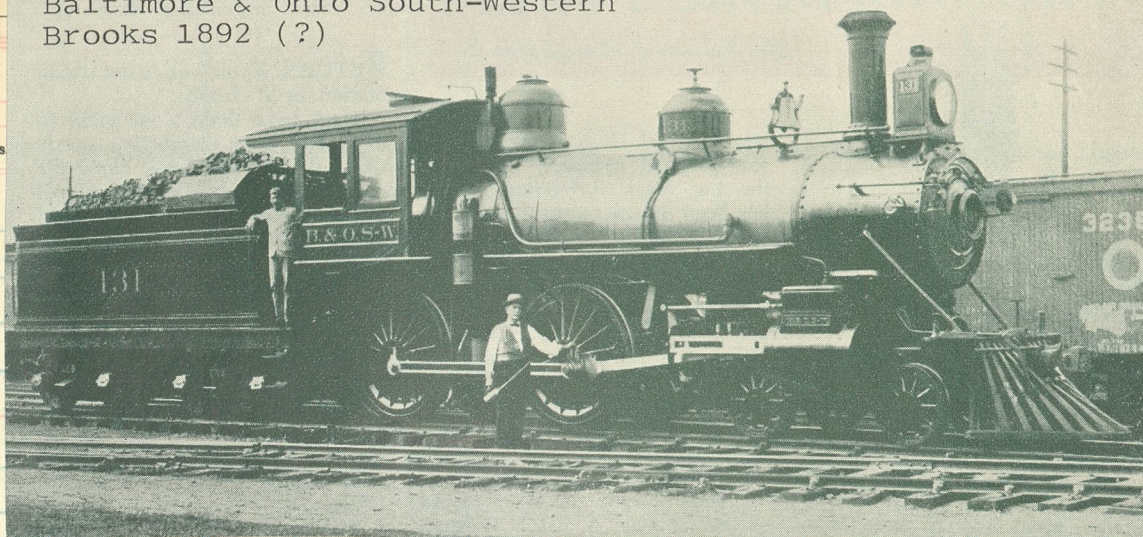
Constantly doing things—better!

Class No. Sold Amount Class No. Sold Amount

BLW 1893

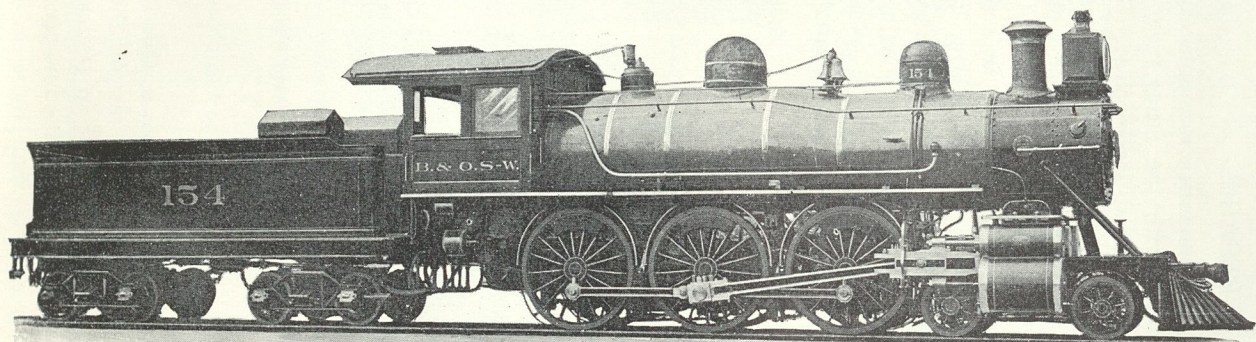


Baltimore & Ohio South-Western
Brooks 1892 (?)



22/139

Amount Class No. Sold Amount

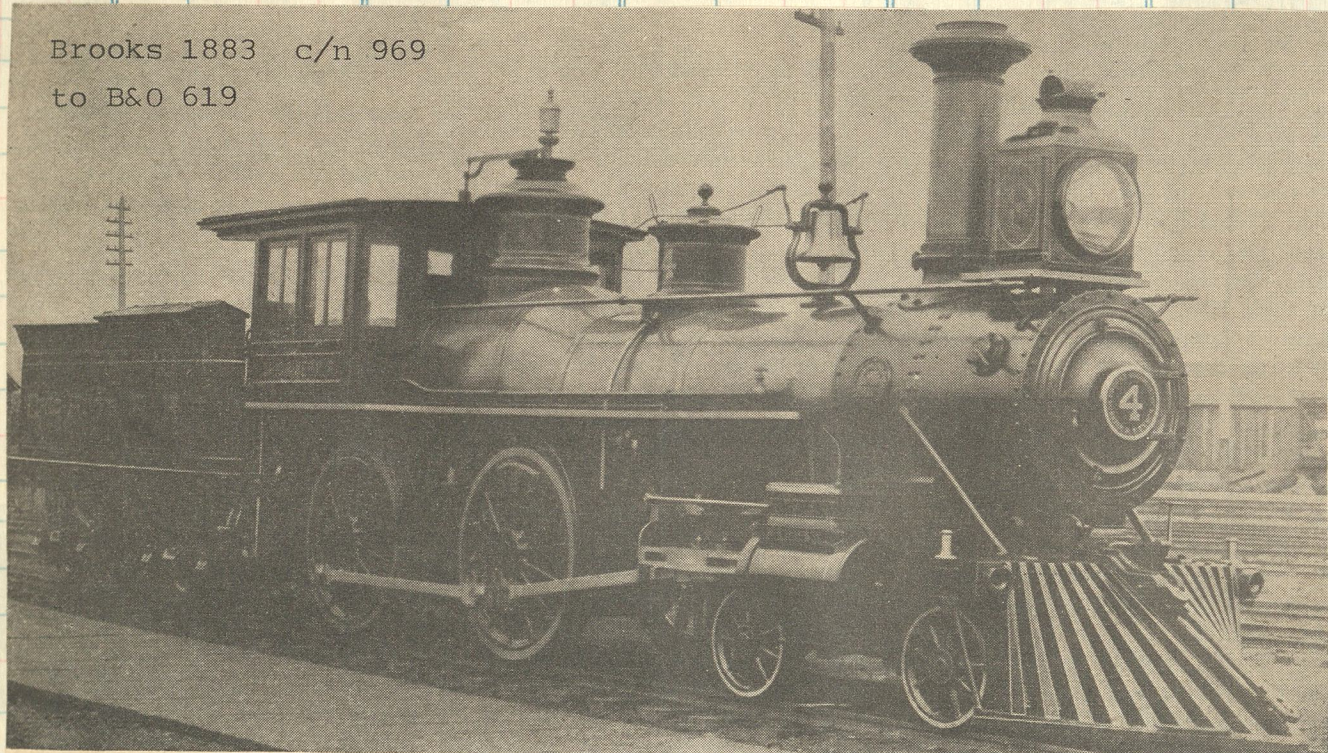


150-154 c/n 16499 to B&O #1327 Baldwin 1899



254-259 c/n 16232 to B&O #1558 Baldwin 1898

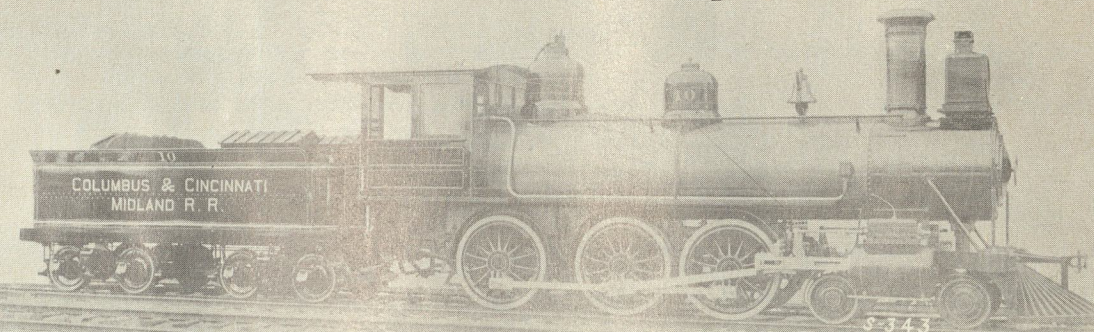
Brooks 1883 c/n 969
to B&O 619



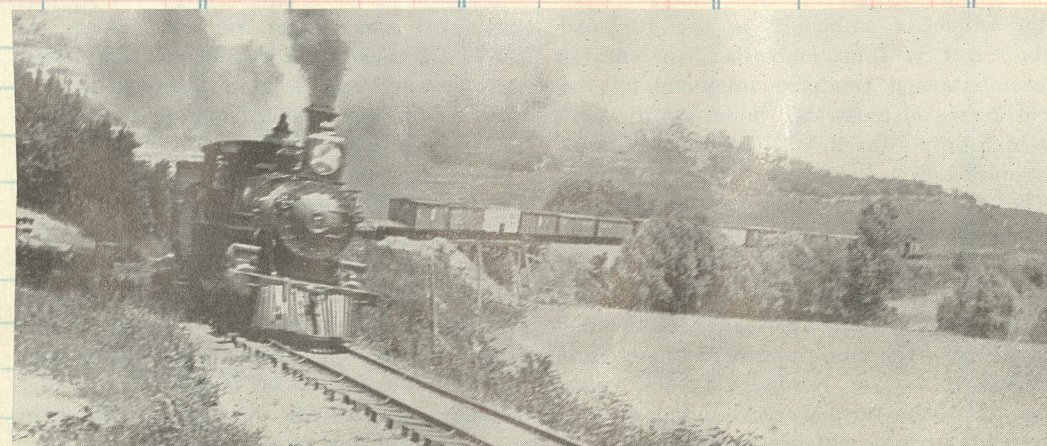
LOCOMOTIVE 4 OF THE OHIO RIVER RAILROAD

W. W. Robinson

8-11 c/n 2039 Schenectady 1885

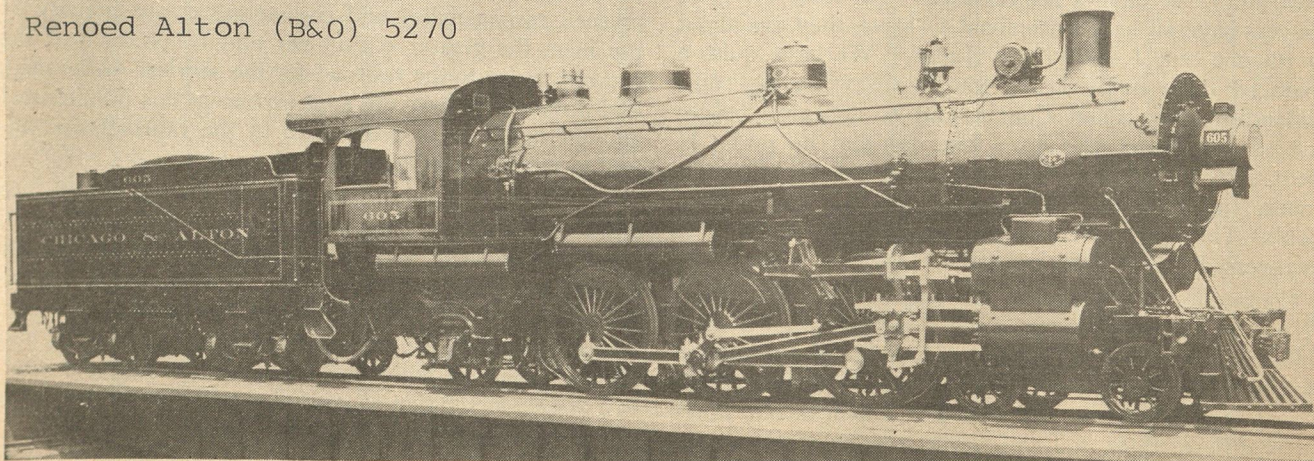


To Central Ohio; then B&O #293 class B-9



Wheelin' tonnage
in the grand old
manner on the Ohio
& Little Kanawha

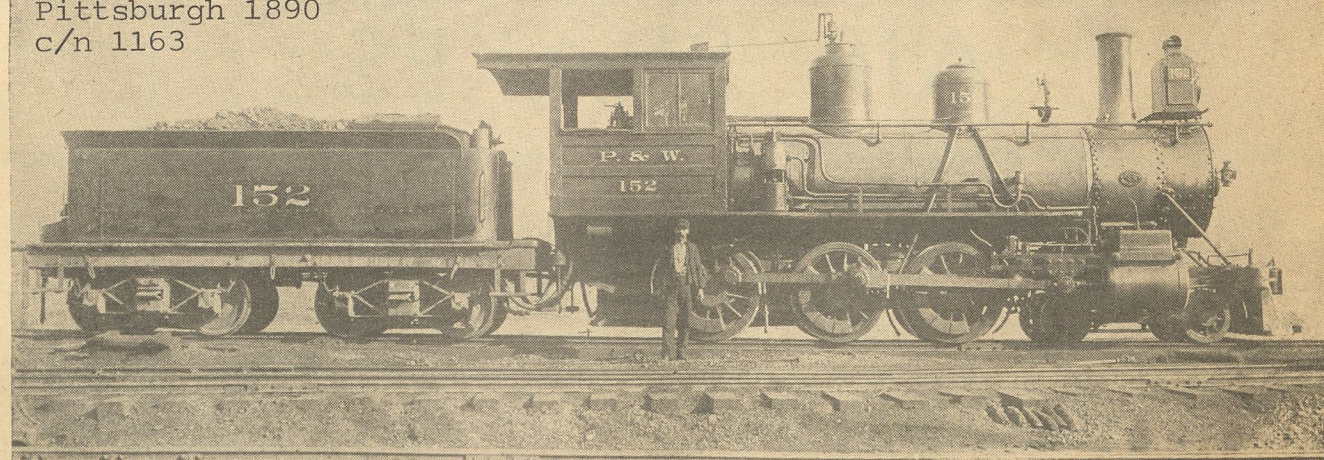
Baldwin 1908 c/n 32875
Renamed Alton (B&O) 5270



LOCOMOTIVE 605 OF THE CHICAGO & ALTON

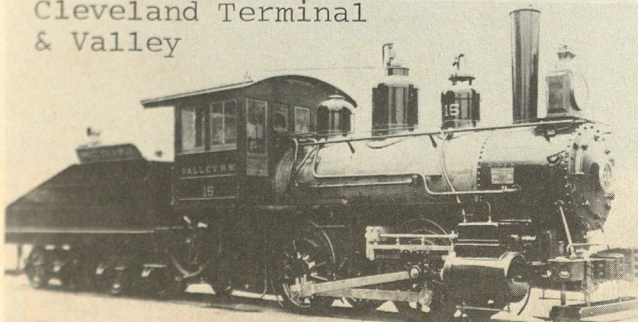
A. C. Curran

Pittsburgh 1890
c/n 1163



OLD PITTSBURGH & WESTERN RAILROAD'S ENGINE 152

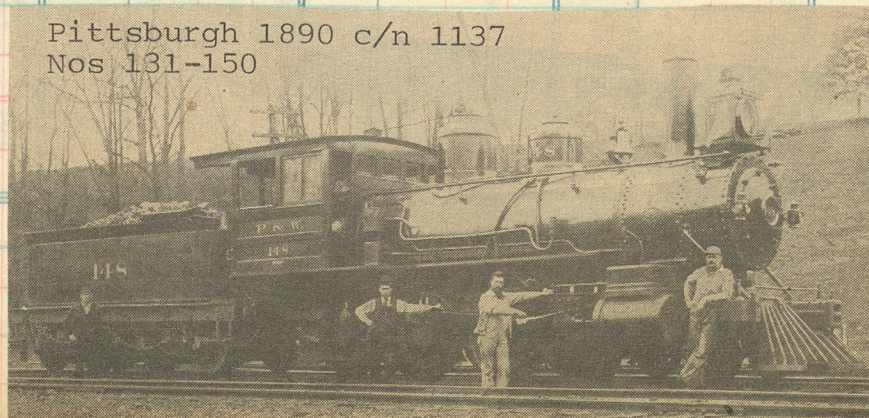
Cleveland Terminal
& Valley



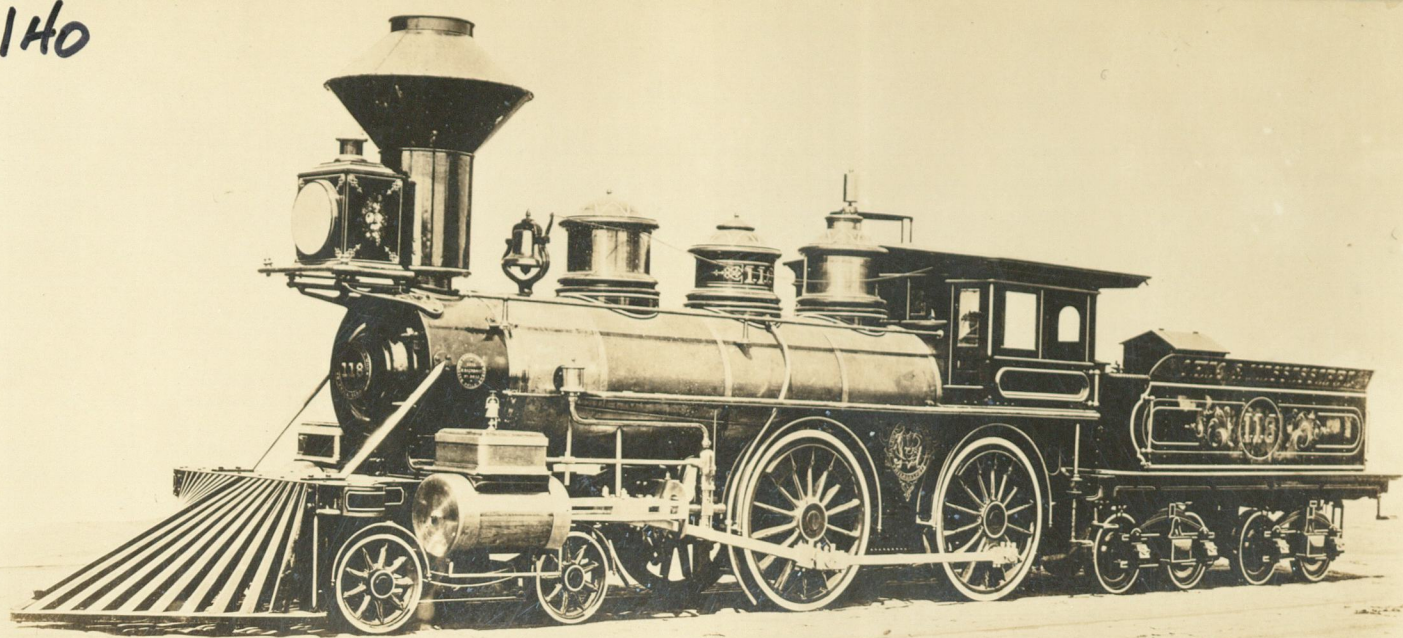
Collection of Harold K. Vollrath.

PITTSBURGH built the 15 in 1890, 3 years before sister 16.

Pittsburgh 1890 c/n 1137
Nos 131-150

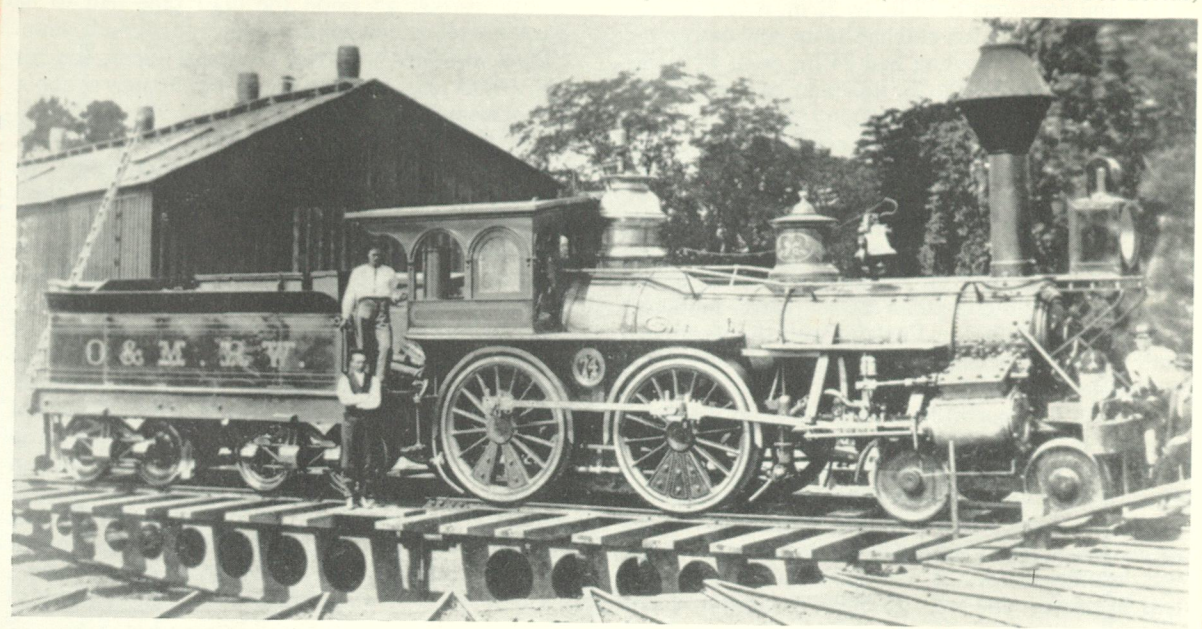


140

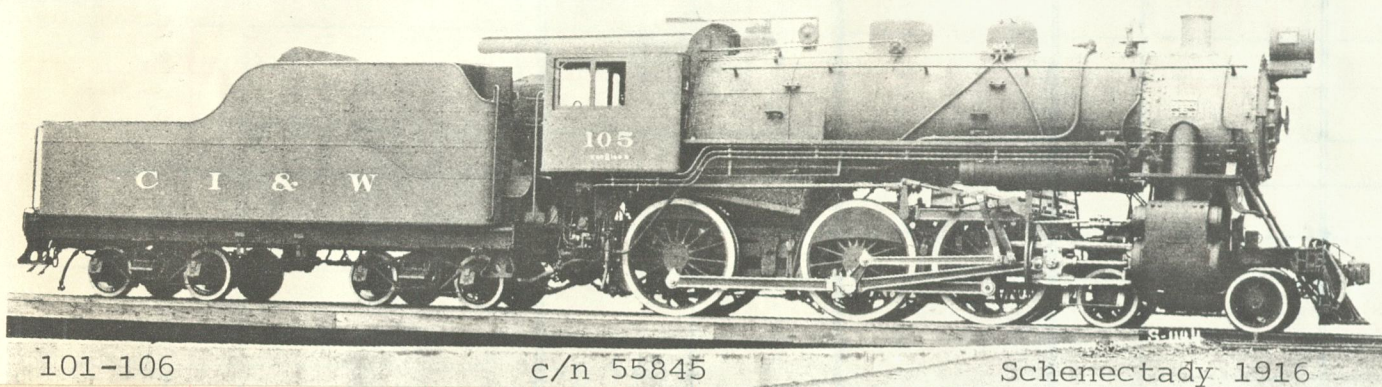


Ohio & Mississippi #118 Baldwin 1871 c/n 2431

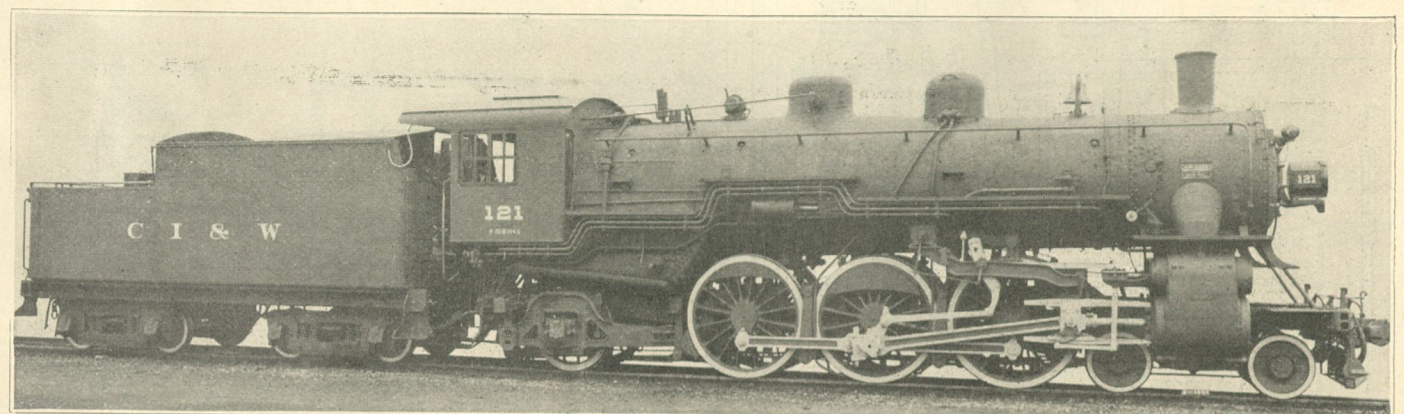
Ohio & Mississippi Railway No. 74, built about 1860; unusual in having slide valves set at an angle to the cylinders. Adjustable strap ends to coupling rods, and also at connection from rocker arm to valve spindle. (Photo: Collection of Bob Lorenz)



Cincinnati, Indianapolis & Western



101-106 c/n 55845 Schenectady 1916



Cincinnati Indianapolis & Western R. R. Pacific Type Passenger Locomotive Built by American Locomotive Co.

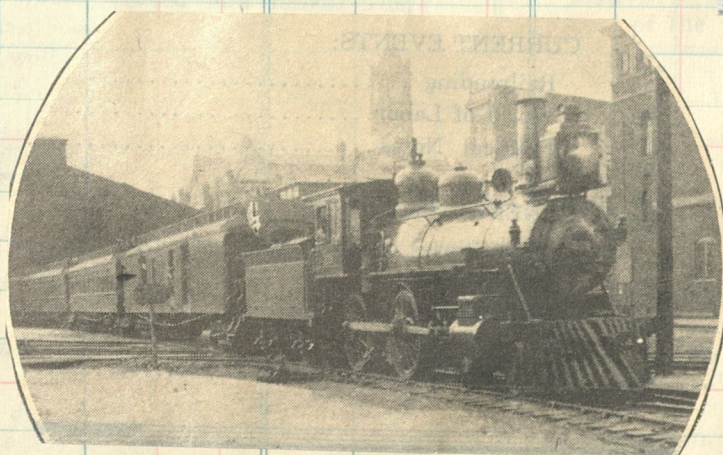
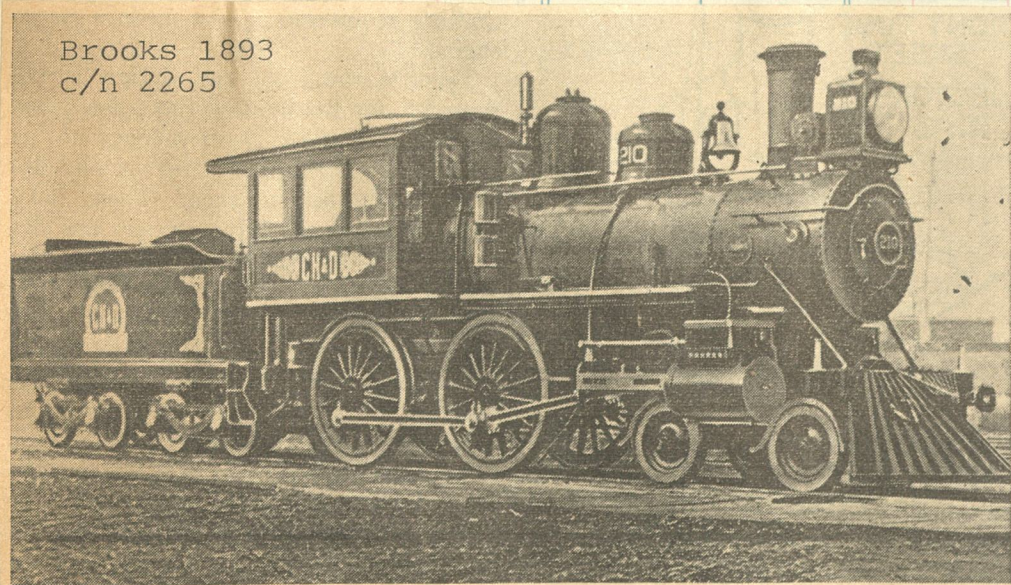
121-124 c/n 62718 Brooks 1924 to B&O 5196

afc 1912

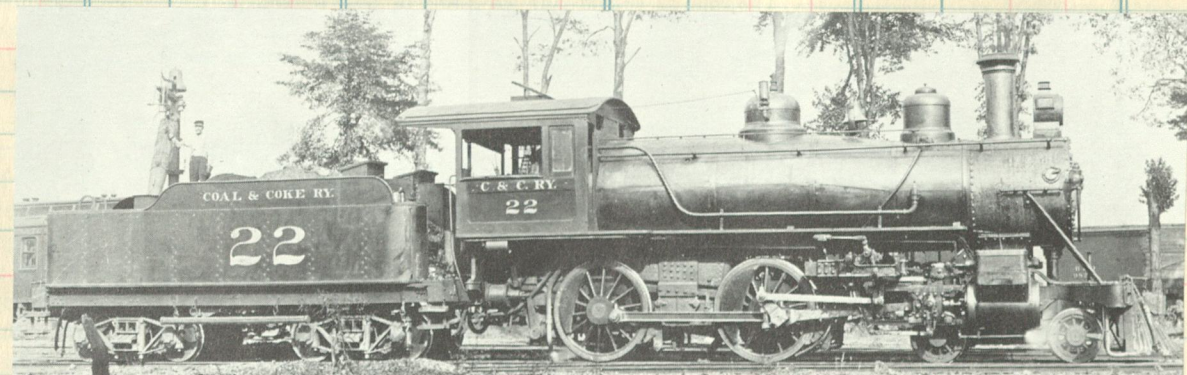


Simmons-Boardman

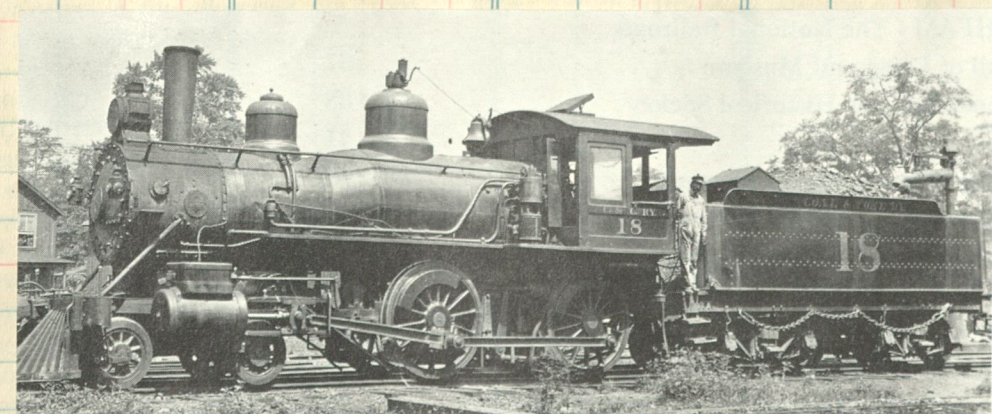
Brooks 1893
c/n 2265



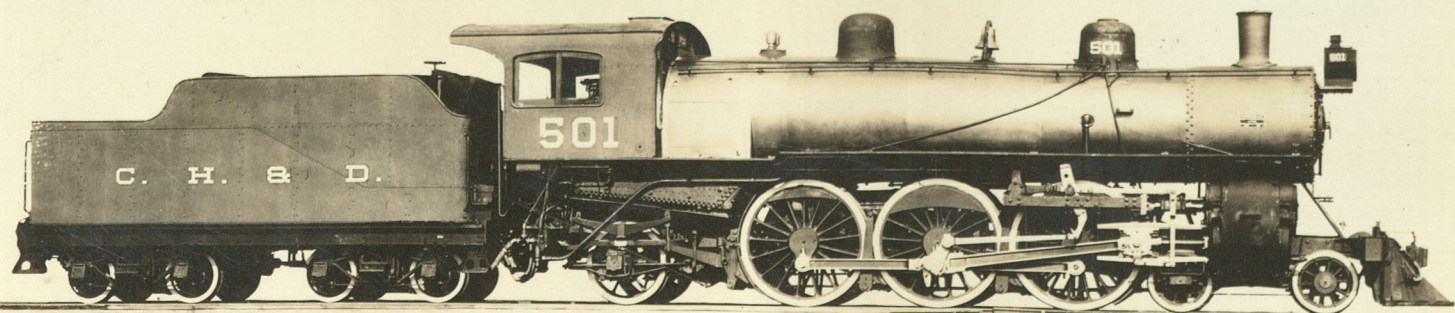
CIRCLE—Old C.H.&D. Railroad's engine 208 backing passenger train into the Indianapolis depot in 1894.



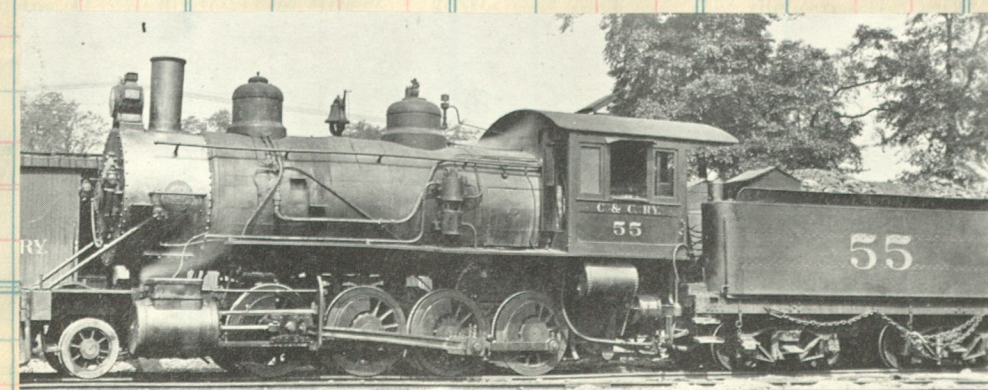
This up-dated 4-4-0 was Coal & Coke's first #22. Blt by Baldwin 1906 c/n 27464, to B&O #862



#18, later B&O #718, delivered by Baldwin in 1905 c/n 26096

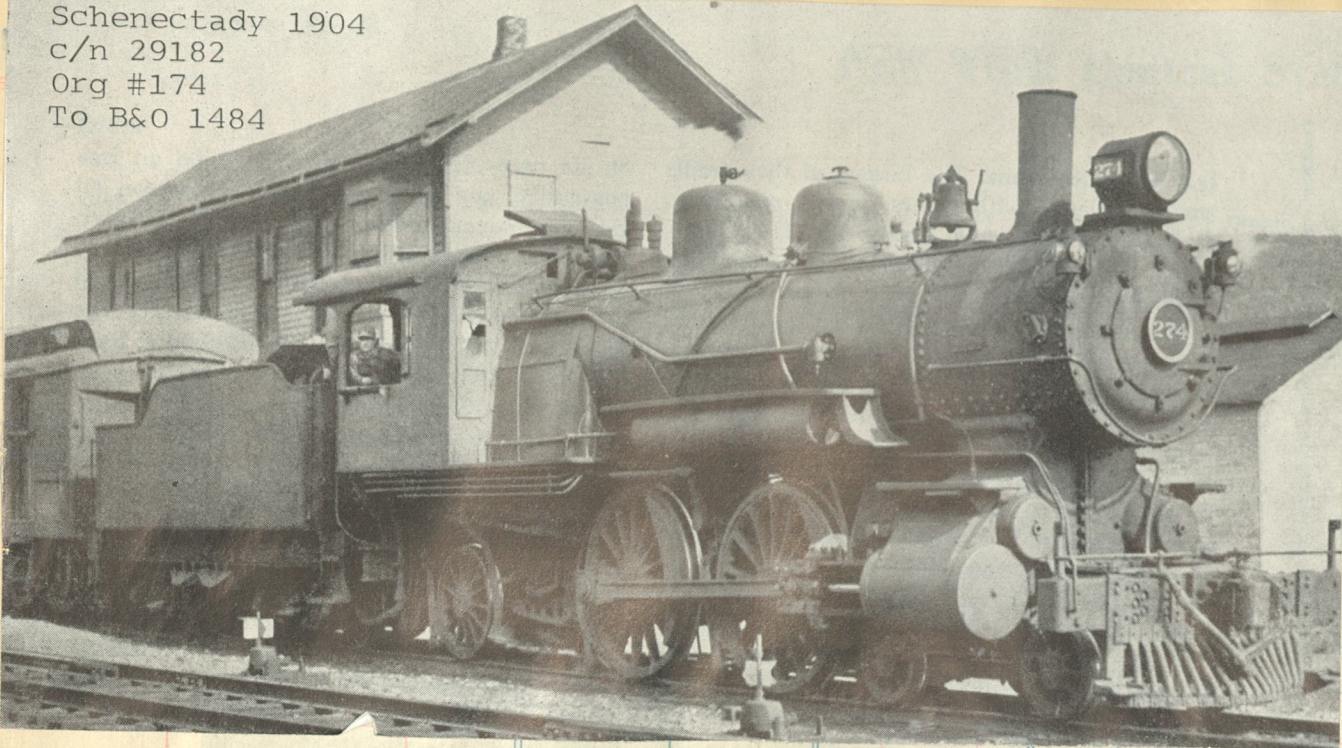


Cincinnati
Hamilton
& Dayton
501-505
Schenectady 1910
c/n 47795
to B&O 2175, 5090



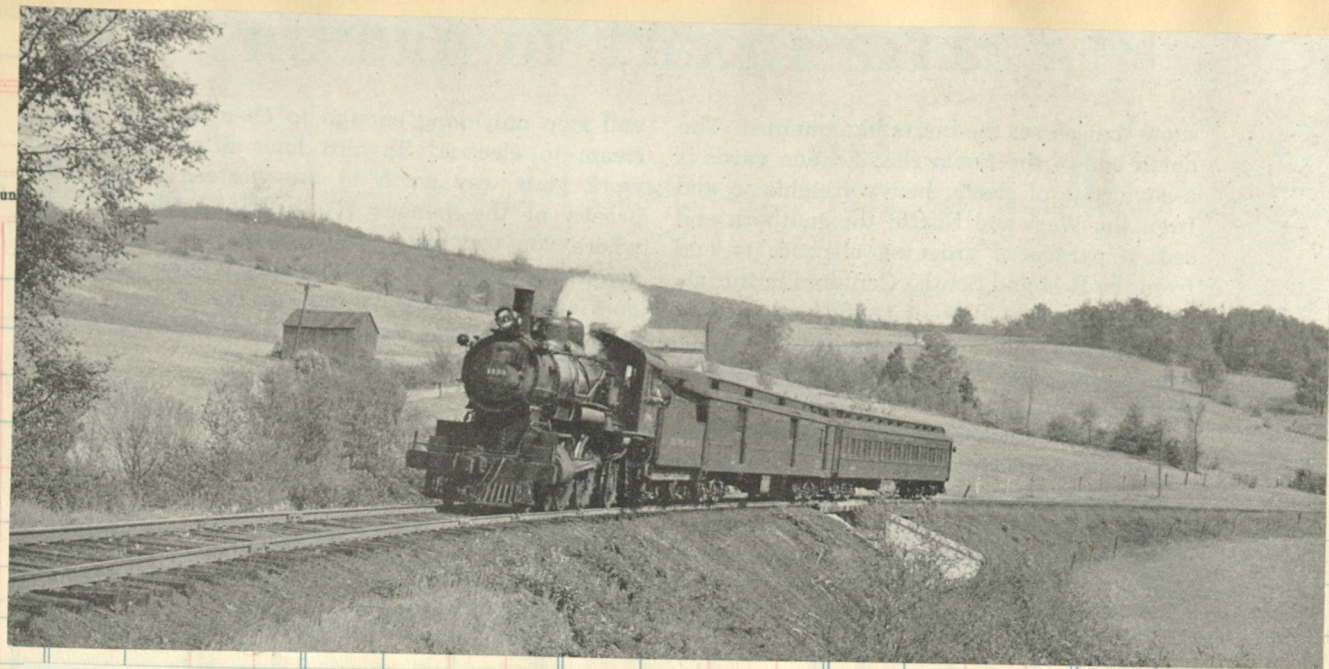
2-8-0 #55 was blt by Baldwin in 1906 as #44 c/n 27723. to B&O #2939

Schenectady 1904
c/n 29182
Org #174
To B&O 1484



em

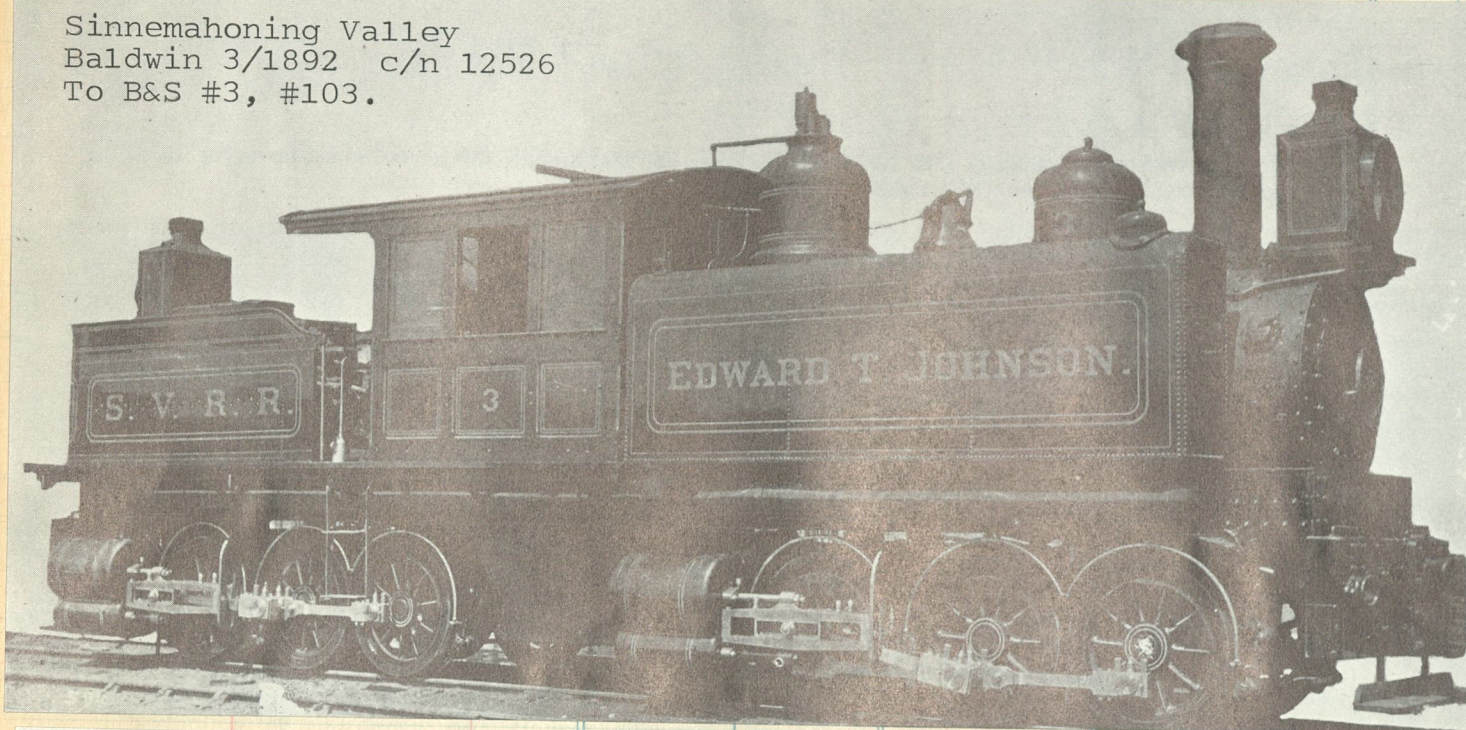
No. Sold Amount



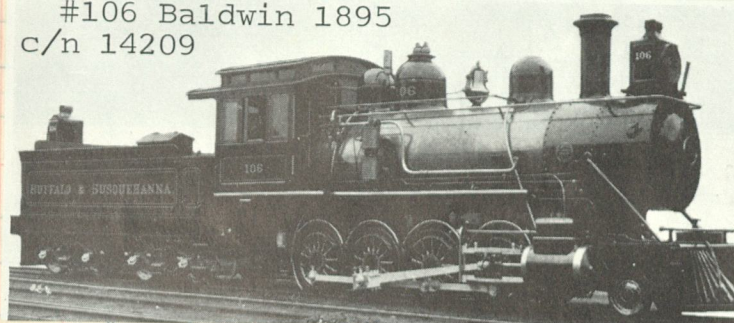
Clos. No. Sold Amount

The 1484, one of the last 4-4-2's to operate in the U. S., drifts along with the daily local between Addison and Galetton.

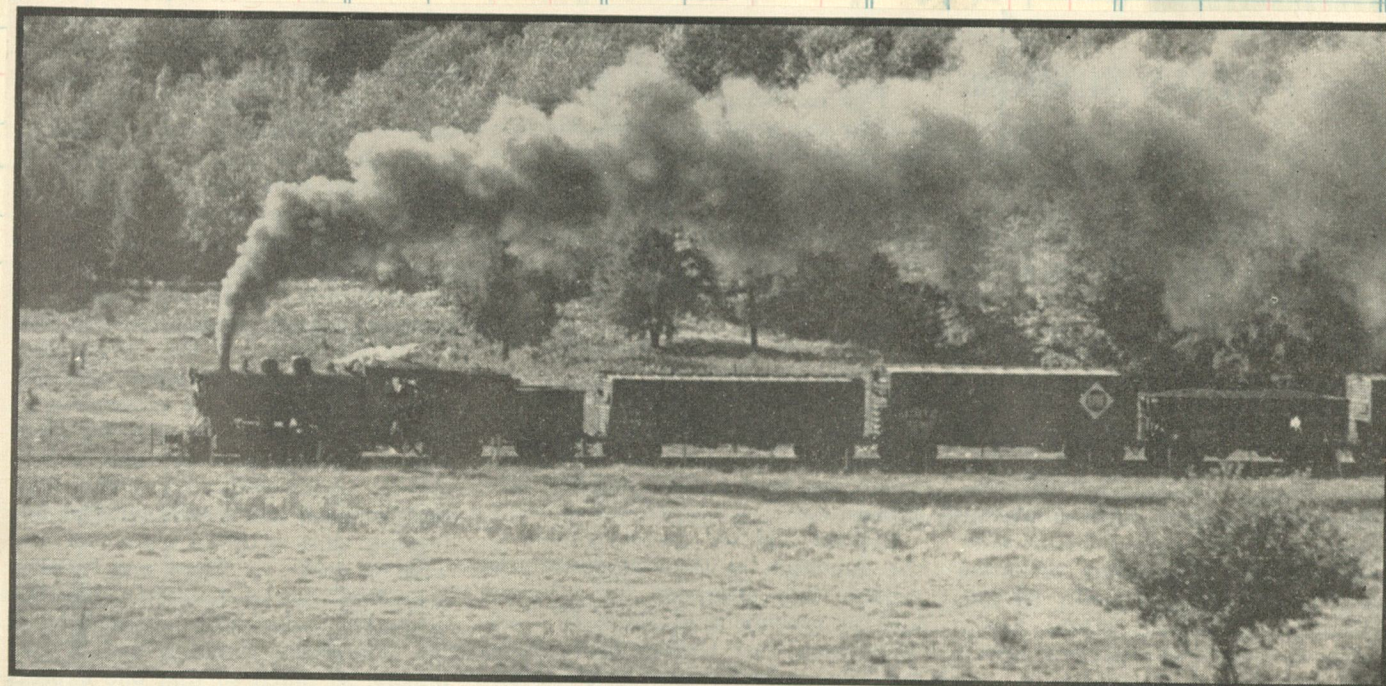
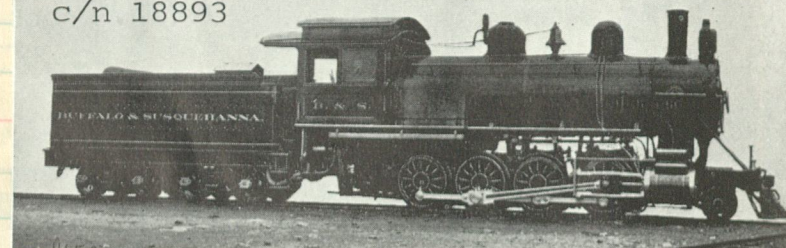
Sinnemahoning Valley
Baldwin 3/1892 c/n 12526
To B&S #3, #103.



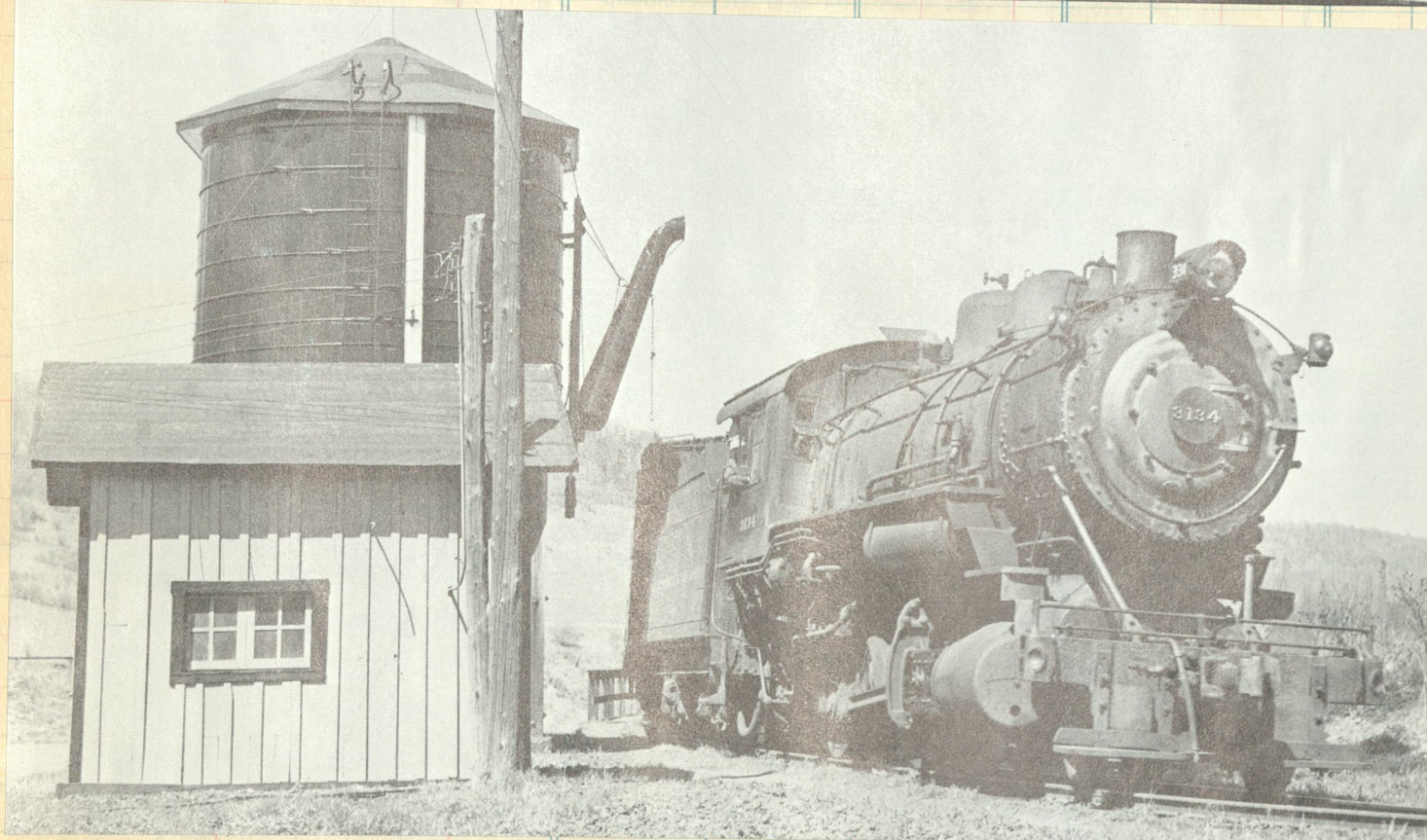
#106 Baldwin 1895
c/n 14209



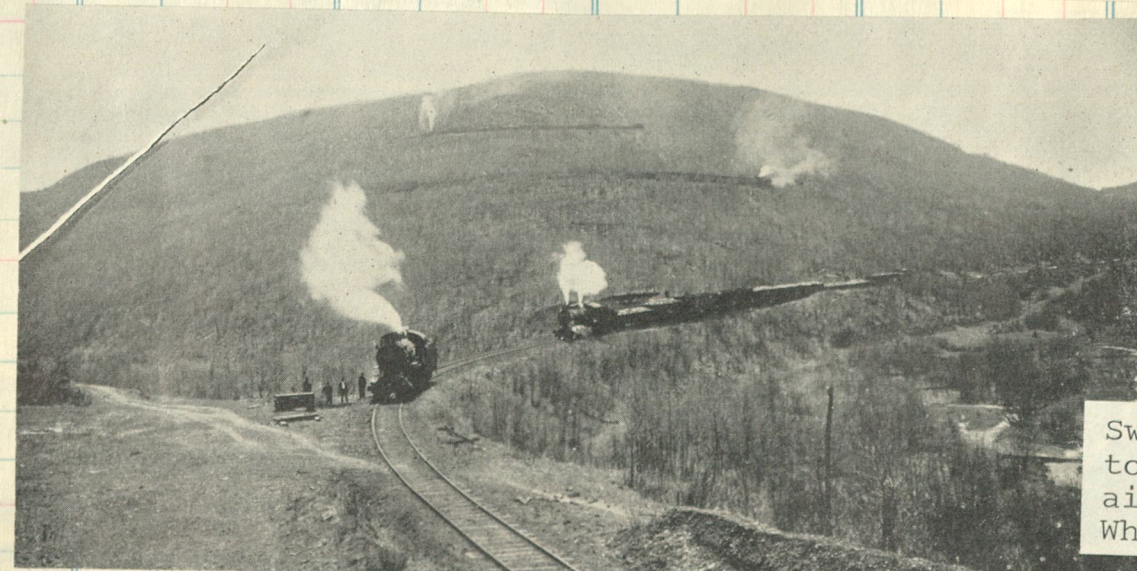
#114 Baldwin 1901
c/n 18893



B&O No. 3127 RAMBLES ALONG AT 30 MILES PER HOUR ON OLD B&S



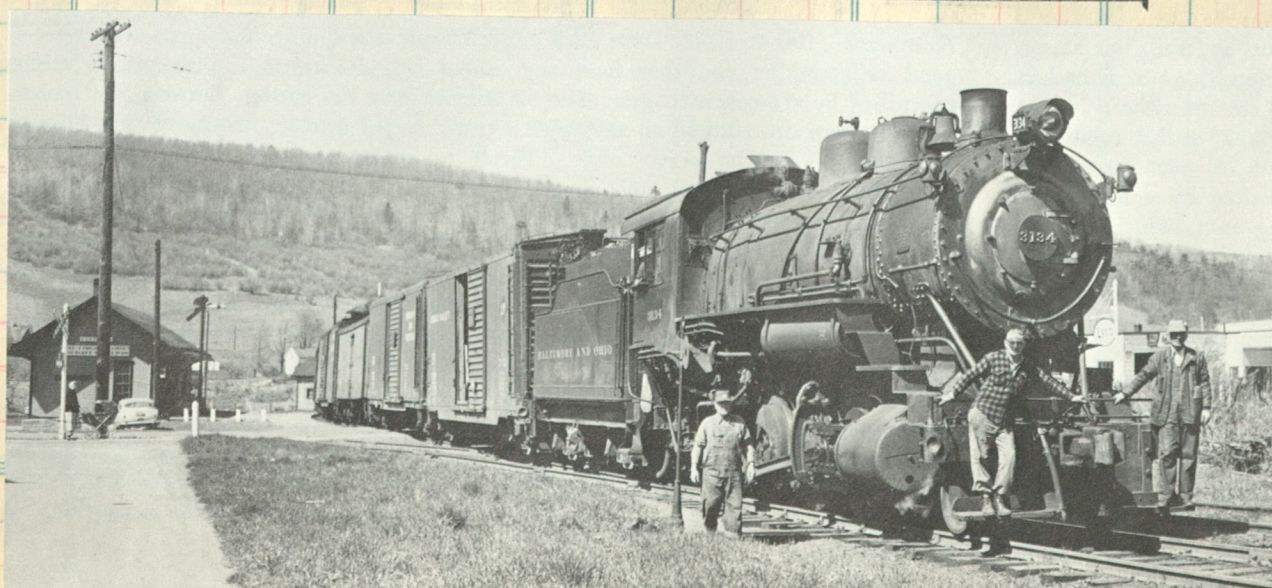
Crossing Cowanesque Creek at the Westfield Tank



Switchbacks were necessary to get over Hogback Mountain between Galetton and Wharton.



A pair of Pittsburgh 2-8-0's, nos 3128 & 3127, lift north-bound tonnage out of Galetton enroute to Wellsville.



#3134, 2-8-0 former B&S #158 c/n 44538 Ten built by Pittsburgh in 1907 noed 149-158.

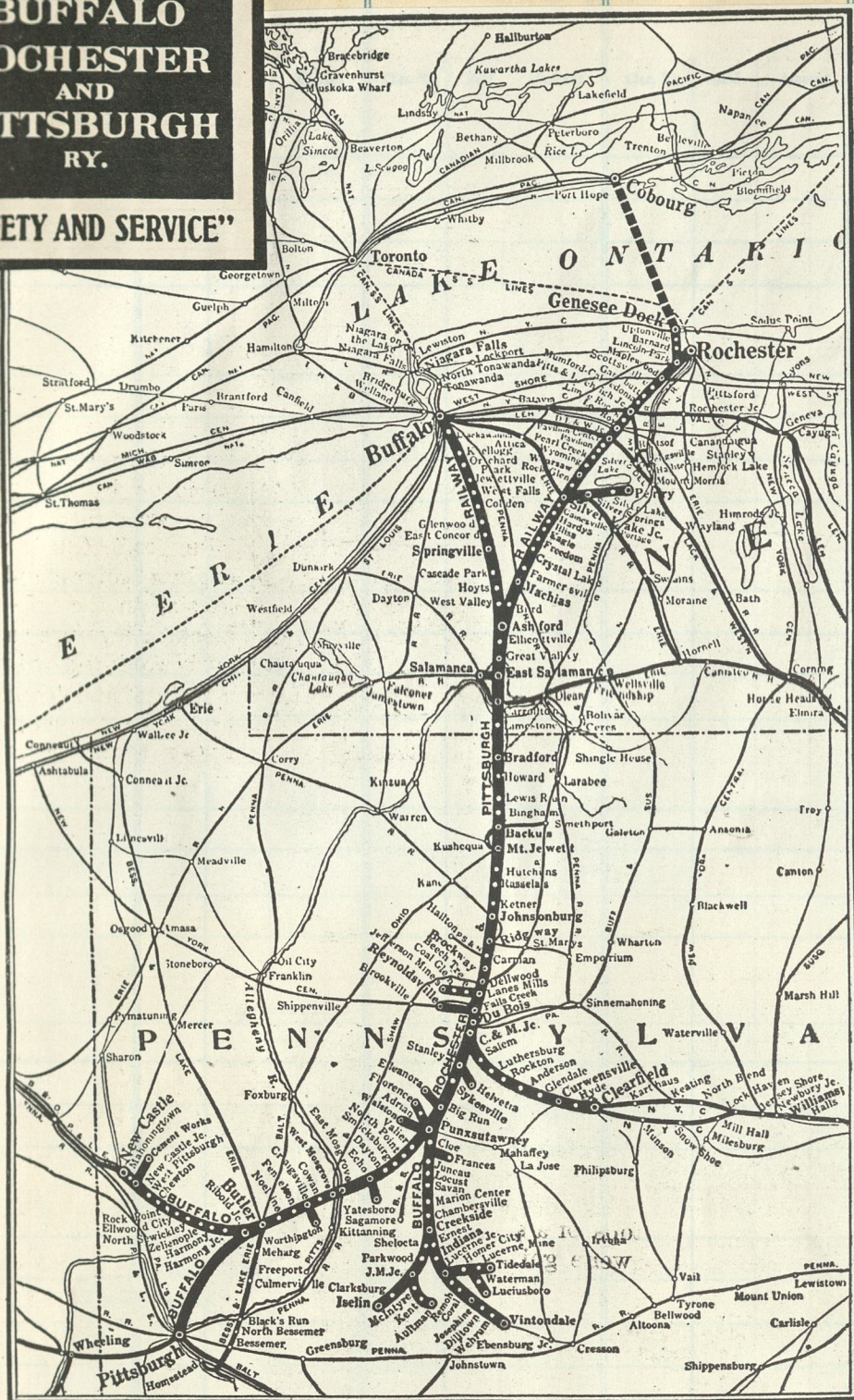
The crew poses for a photograph at the New York Central interchange at Westfield.

Acquired by the Baltimore & Ohio January 1, 1932

THE LUXURY of TRAVEL

7-47 1000 bks. (Eureka 44)
Printed in U. S. A.

**BUFFALO
ROCHESTER
AND
PITTSBURGH
RY.**
"SAFETY AND SERVICE"



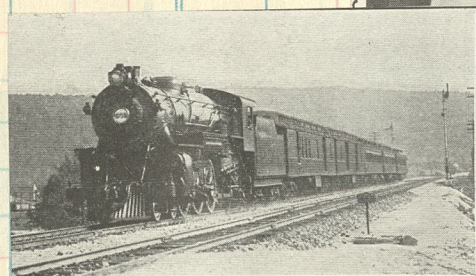
Clos. No. Sold Amount



Amount Clos. No.

**BUFFALO
ROCHESTER
AND
PITTSBURGH
RY.**

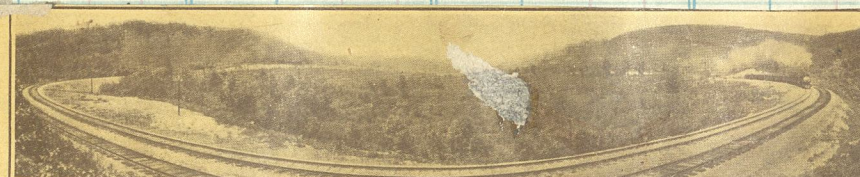
"SAFETY AND SERVICE"



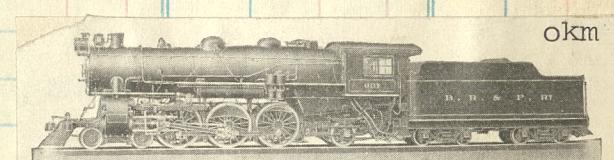
Underwood & Underwood.
William T. Noonan
President



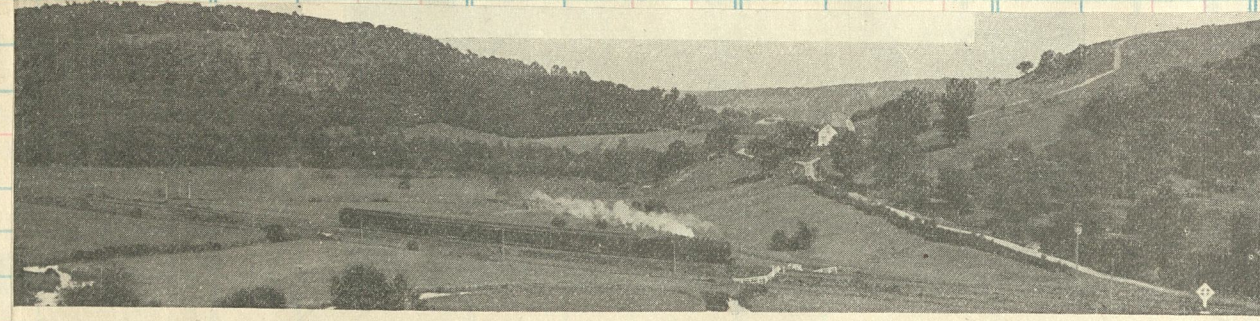
**BUFFALO
ROCHESTER
AND
PITTSBURGH
RY.**
"SAFETY AND SERVICE"



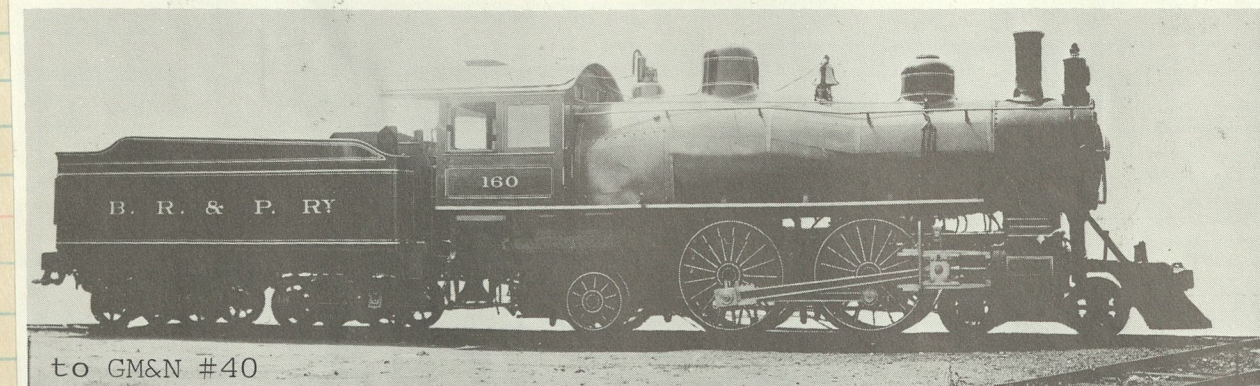
Climbing The Big Level on the Buffalo, Rochester & Pittsburgh Railway



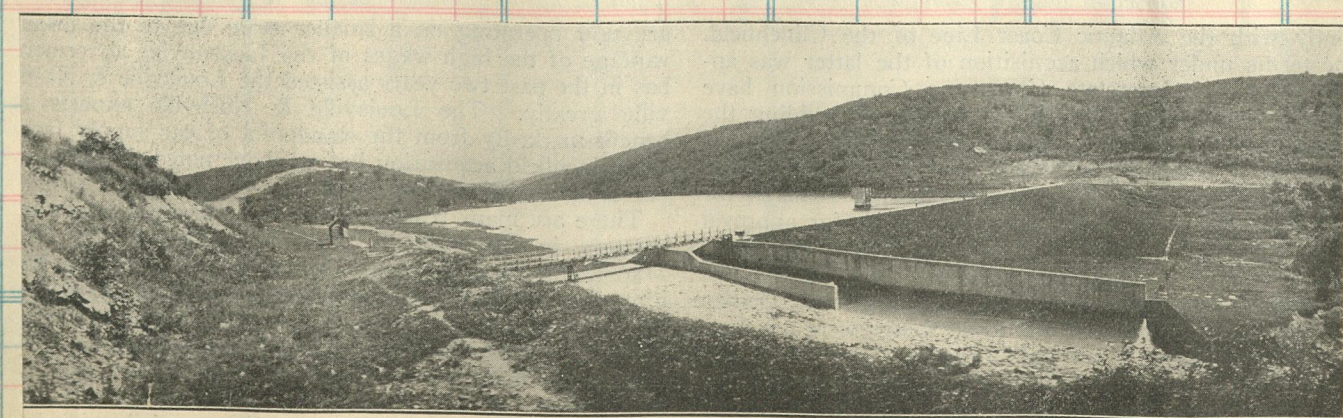
600-602 c/n 50755 Brooks 1912
BUFFALO, ROCHESTER & PITTSBURGH RAILWAY
Total Weight of Engine, 258,000 pounds; Weight on Drivers, 163,500 pounds; Diameter of Drivers, 73 inches; Boiler Pressure, 200 pounds; Cylinders, 24 1/2 x 26 inches; Maximum Tractive Power, 36,300 pounds.
to B&O 5140-5142



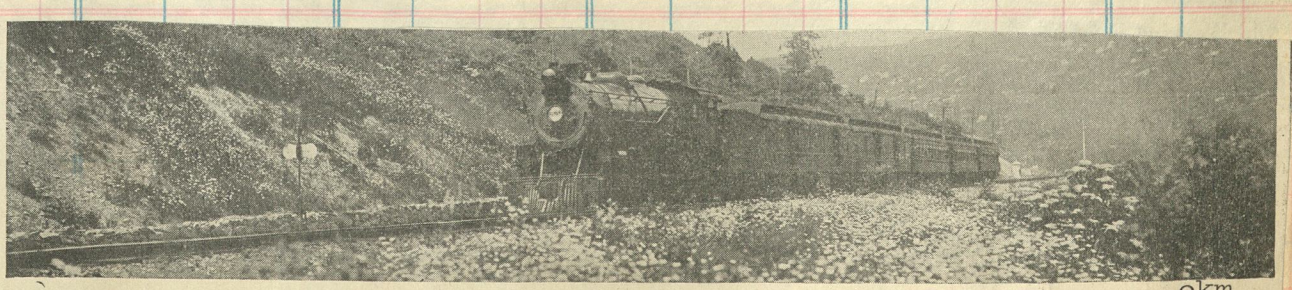
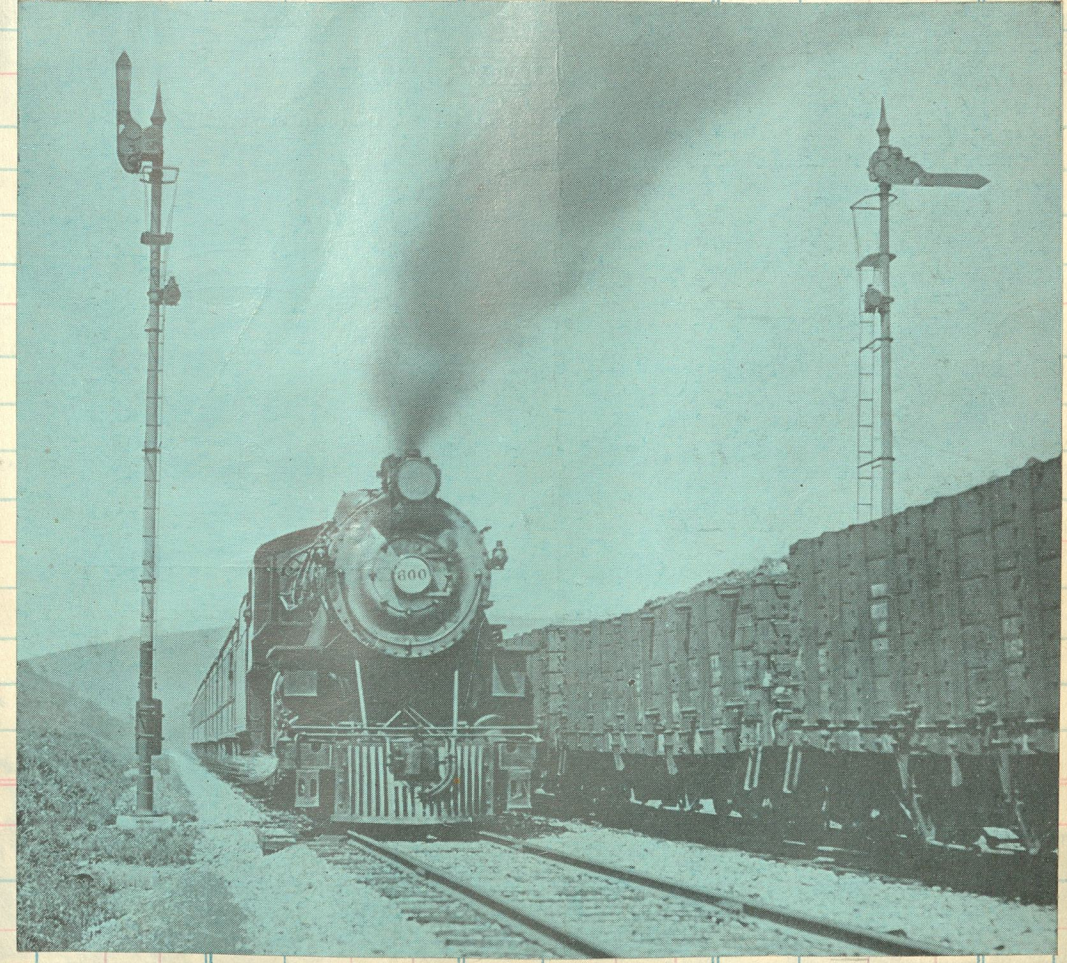
Beaver Meadows on the Buffalo Division of the Buffalo, Rochester & Pittsburgh



to GM&N #40
Buffalo, Rochester & Pittsburgh #160, 1901, 4-4-2 type. Baldwin c/n 19045 160-161



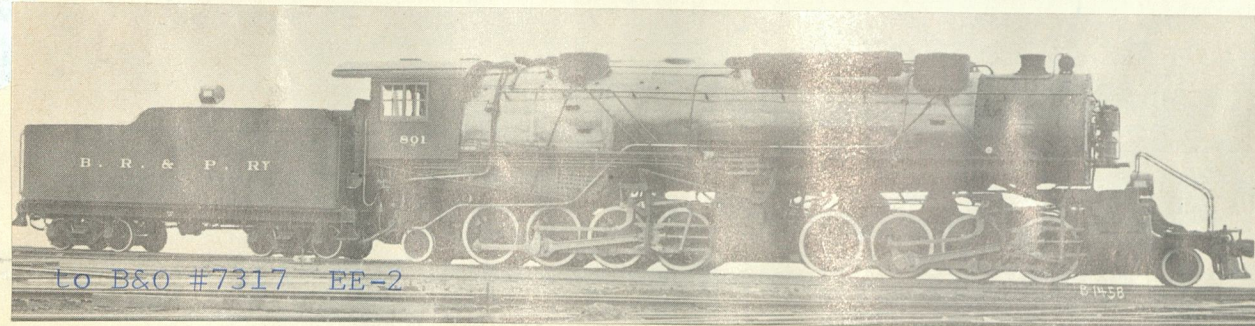
B. R. & P. Water Supply Reservoir, Ketner, Pa.



Buffalo, Rochester & Pittsburgh Train No. 3 Passing Vineyard Siding.



BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY



800-805

c/n 58018

Brooks 1918

MALLET FREIGHT LOCOMOTIVE

10 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

Cylinders	28 and 44 x 32 in.
Driving wheels, diameter	57 in.
Steam pressure	200 lbs.
Boiler diameter	98 1/8 in.
Tubes, length	24 ft.
“ number	55—5 1/2 in.
“ “	308—2 1/4 in.
Heating surface, tubes	4,263 sq. ft.
“ “ fire box	411 sq. ft.
“ “ arch tubes	58 sq. ft.
“ “ total	6,625 sq. ft.
“ “ superheater	1,632 sq. ft.
Fire box	165 1/8 x 108 1/4 in.

Grate area	99.2 sq. ft.
Wheel base, driving	15 ft.—6 in. and 15 ft.—6 in.
“ “ engine	57 ft.—5 in.
“ “ and tender	91 ft.—4 3/4 in.
Weight, leading	35,500 lbs.
“ driving	500,000 lbs.
“ trailing	33,500 lbs.
“ engine	569,000 lbs.
“ tender	205,700 lbs.
Tender capacity, water	12,000 gals.
“ “ coal	14 tons
Maximum tractive power	135,600 lbs.
Factor of adhesion	4.42

to B&O 7323

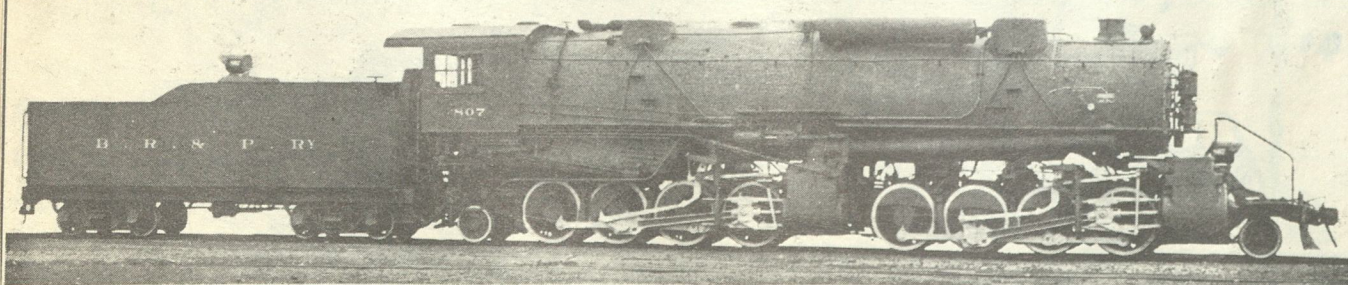


Fig. 141—Buffalo, Rochester & Pittsburgh 2-8-8-2 Mallet Compound Articulated Locomotive for Freight Service. Built by the American Locomotive Company.

807-808

c/n 64617

Brooks 1923

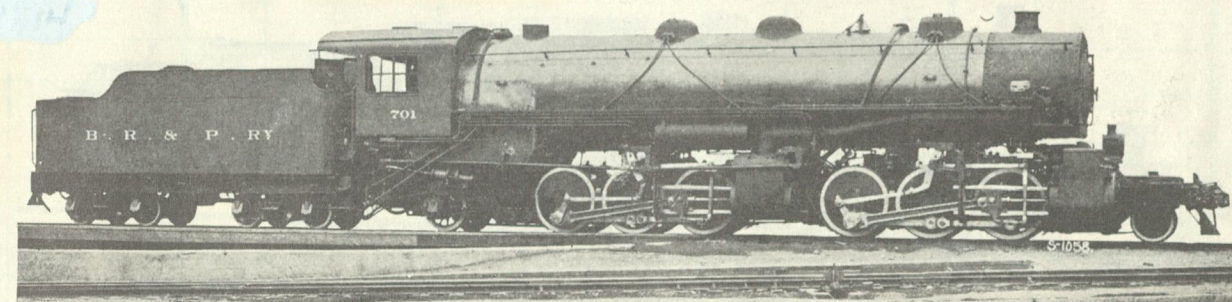
Cylinders, diameter and stroke	28 in. and 44 in. x 32 in.
Tractive force, A. R. A.	106,530 lb.
Drivers, diameter	57 in.
Weight on front truck	502,500 lb.
Weight on trailing truck	43,000 lb.
Weight on engine	29,500 lb.
Total weight of engine	573,000 lb.
Weight of tender	208,600 lb.
Driving wheel base, each	15 ft. 6 in.
Total engine wheel base	57 ft. 5 in.
Fuel	Soft Coal
Grate area	99.2 sq. ft.
Steam pressure	200 lb.
Evaporative heating surface	6,625 sq. ft.
Superheating surface	1,632 sq. ft.
Tender capacity	12,000 gal., 14 tons

THUNDER IN THE HILLS

With sights and sounds that fascinated every human, a pair of 2-6-6-2's struggle up the hill in the East Branch river valley between Bradford and Mt Jewett with 105 cars of southbound tonnage. The lead engine 7533 [ex BR&P 733] and the 7521 pushing [ex BR&P 721] were delivered by Brooks 1918.



BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY



MALLET FREIGHT LOCOMOTIVE

to B&O 7501

700-704

c/n 54703

Schenectady 1914

48 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

Cylinders	23 1/2 and 37 x 32 in.
Driving wheels, diameter	57 in.
Steam pressure	200 lbs.
Boiler diameter	89 1/4 in.
Tubes, length	24 ft.—0 in.
“ number	235—2 1/4 in.
Heating surface, tubes	3,308 sq. ft.
“ “ fire box	363 sq. ft.
“ “ total	4,935 sq. ft.
“ “ superheater	1,025.5 sq. ft.
Fire box	108 1/4 x 96 1/4 in.
Grate area	72.2 sq. ft.

Wheel base, driving	10 ft.—4 in. and 10 ft.—4 in.
“ “ engine	49 ft.—10 in.
“ “ and tender	81 ft.—5 3/4 in.
Weight, leading	24,500 lbs.
“ driving	355,500 lbs.
“ trailing	49,000 lbs.
“ engine	429,000 lbs.
“ tender	169,300 lbs.
Tender capacity, water	9,000 gals.
“ “ coal	14 tons
Maximum tractive power	80,000 lbs.
Factor of Adhesion	4.44

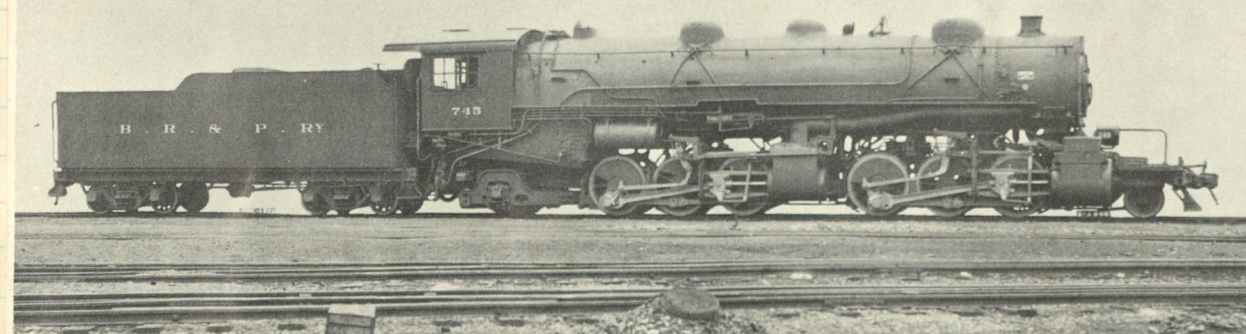
741-754

class LL

c/n 64607

Brooks 1923

To B&O #7545 class KK-4d



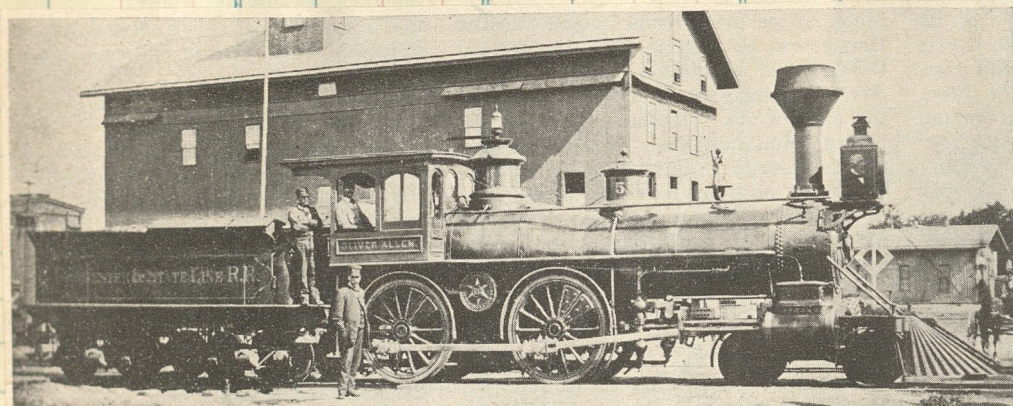
Visitors at Automatic Train Control Demonstration, Near Rochester, N. Y.

1921

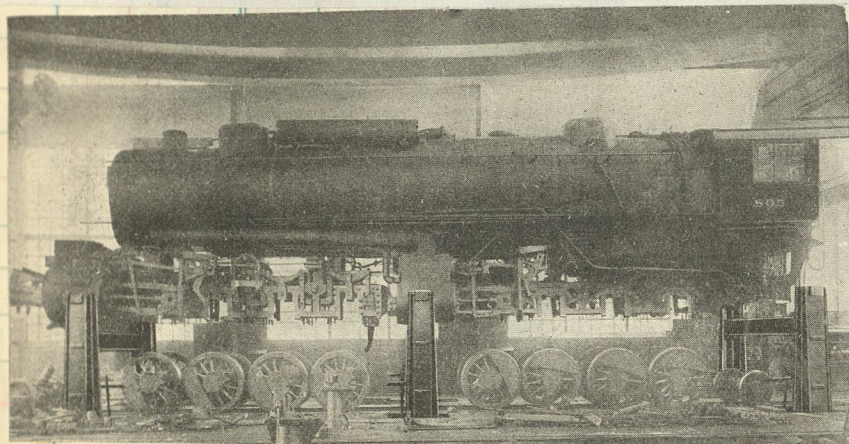
R & P #2 "Salamanca"



Blt as R&SL #2 by Brooks in 1873 c/n 208, to Rochester & Pittsburgh #2-retired in 1891.

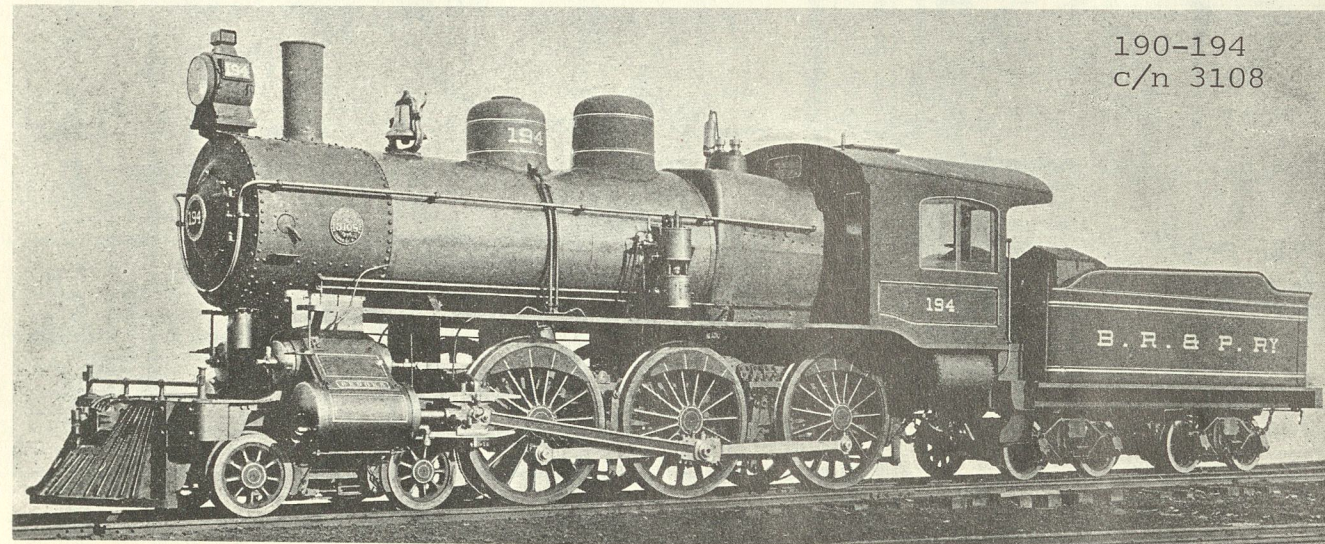


Rochester & State Line #5 "Oliver Allen" blt by Brooks 1877 c/n 300. Later R&P #5 "Mumford", rebt in 1881



#805
B&O 7321

Six-Jack Whiting Locomotive Hoist. Capacity 300 tons, Unwheeling Mallet Compound Locomotive. Buffalo, Rochester & Pittsburgh Ry., E. Salamanca, New York.



190-194
c/n 3108

Buffalo, Rochester & Pittsburgh passenger locomotive No. 194, built in December 1898 by the Brooks Locomotive Works.

400-406 Class z c/n 50757 Brooks 1912
To B&O #4700 Class Q-10

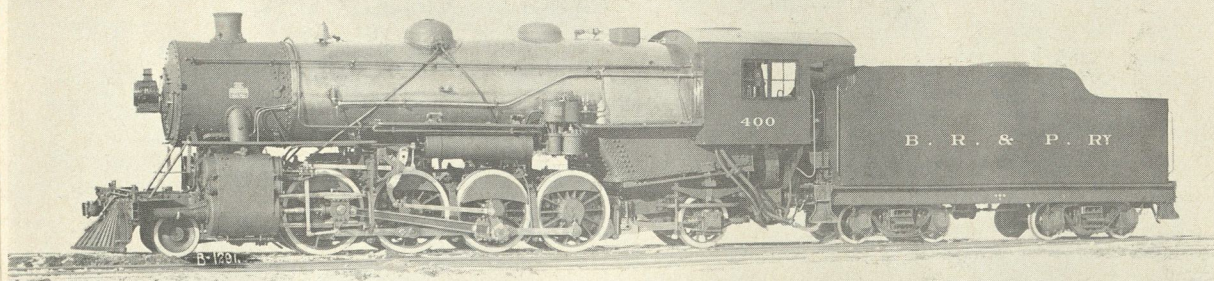
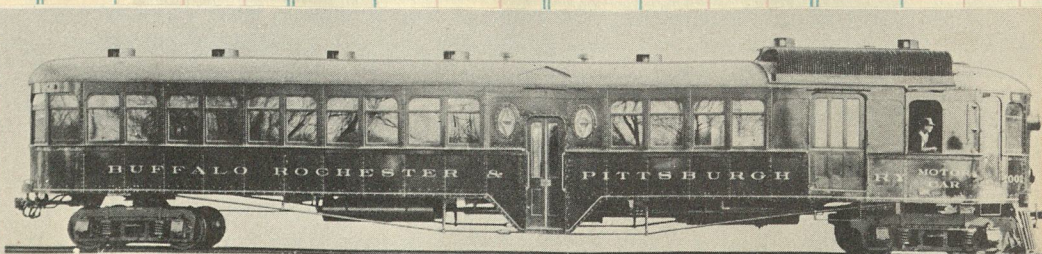
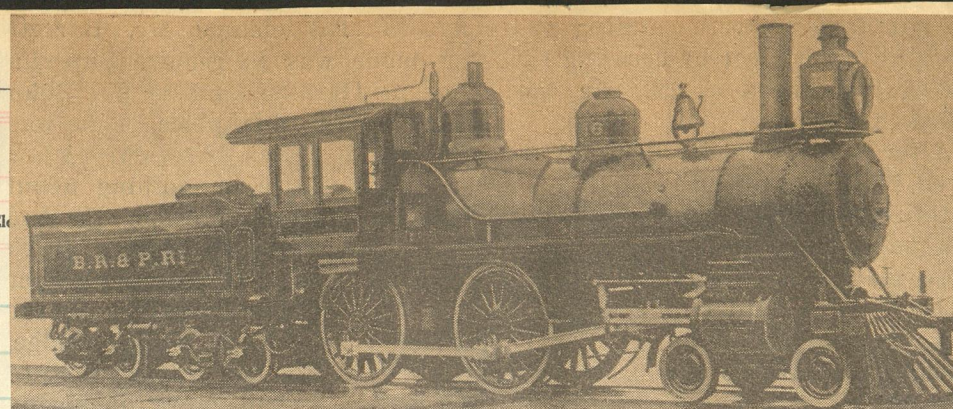


Fig. 57—Mikado (2-8-2) Locomotive for Freight Service. Built for the Buffalo, Rochester & Pittsburgh by the American Locomotive Company. Cylinders, 26½ in. x 30 in. Working Steam Pressure, 180 lbs. per sq. in. Diameter of Drivers, 63 in. Tractive Effort, 51,100 lbs. Heating Surface—Tubes, 3,394.4 sq. ft.; Firebox, 213.4 sq. ft.; Water Tubes, 26.8 sq. ft.; Total, 3,634.6 sq. ft. Superheater surface, 757 sq. ft. Grate Area, 56.4 sq. ft. Rigid Wheel Base, 16 ft. 6 in. Total Engine Wheel Base, 34 ft. 9 in. Weight on Drivers, 216,500 lbs. Total Weight of Engine, 273,500 lbs. Fuel, Soft Coal.

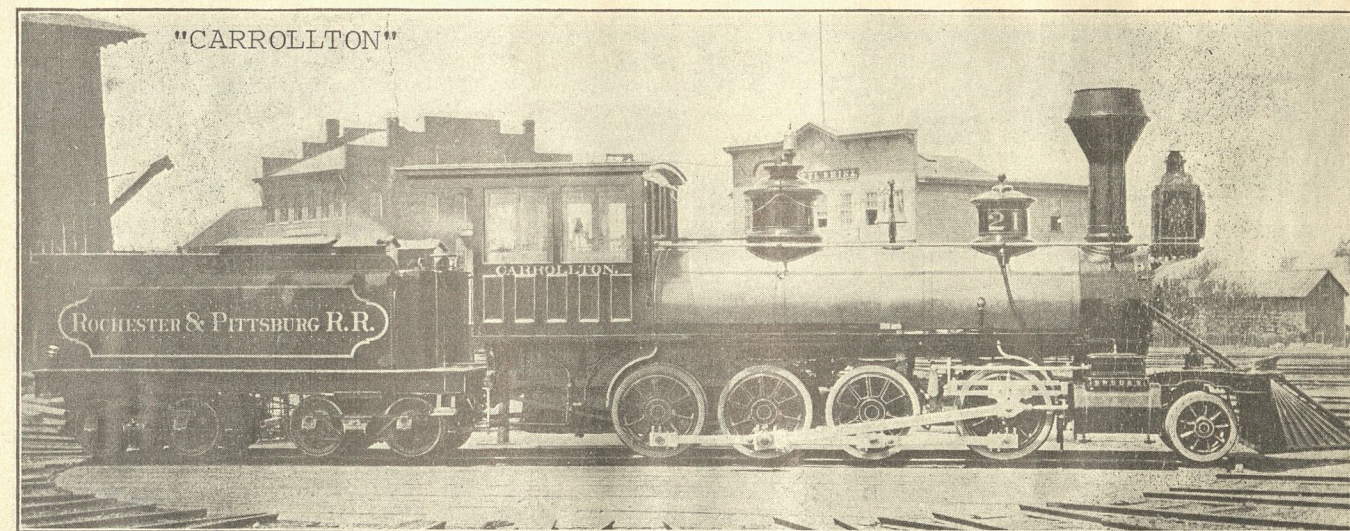
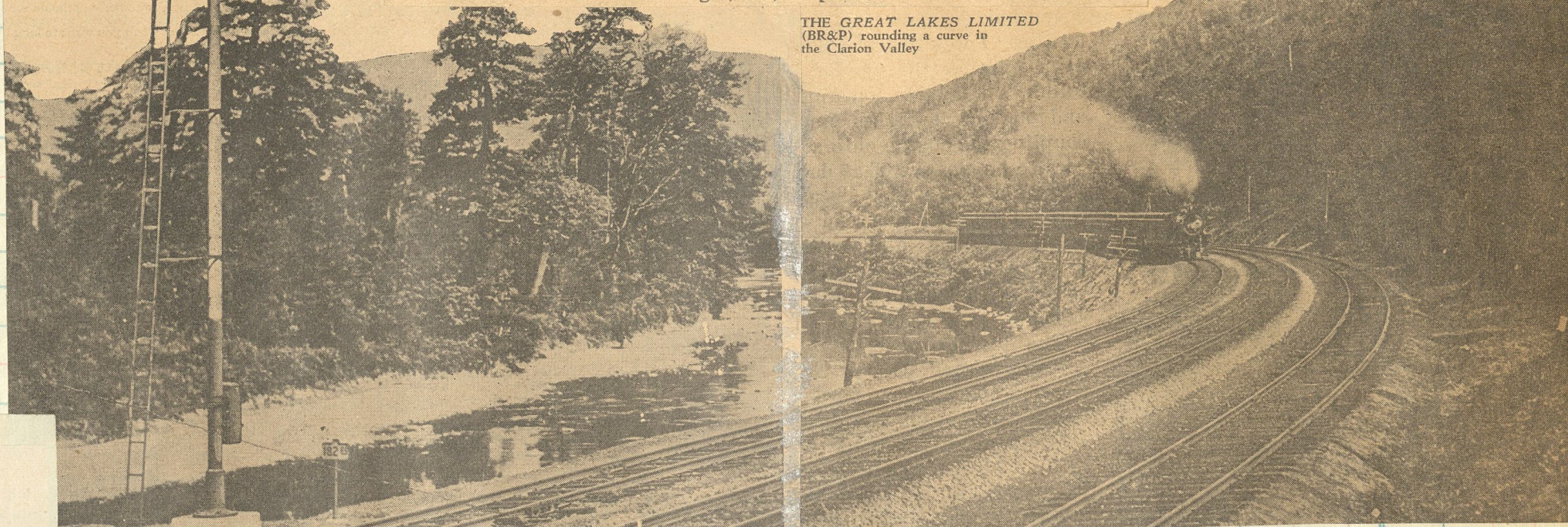


#1002
Blt GE 1911
Sold to
SD&A #43 in
1914
sc 1939

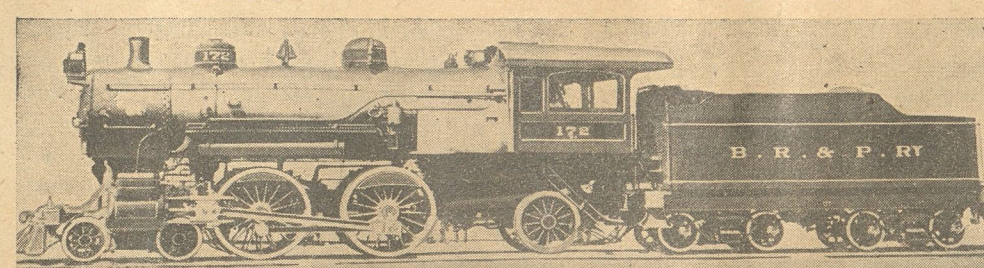


NUMBER 116: Built by Brooks in 1892; 67-inch drivers, 18x24-inch cylinders; total weight, 100,000 pounds

THE GREAT LAKES LIMITED
(B&P) rounding a curve in
the Clarion Valley



17-21 Built in 1882 by Brooks c/n 726



Four husky Atlantics delivered by Brooks in 1906 noed 170-173. C/n 40670
Renod B&O 1494



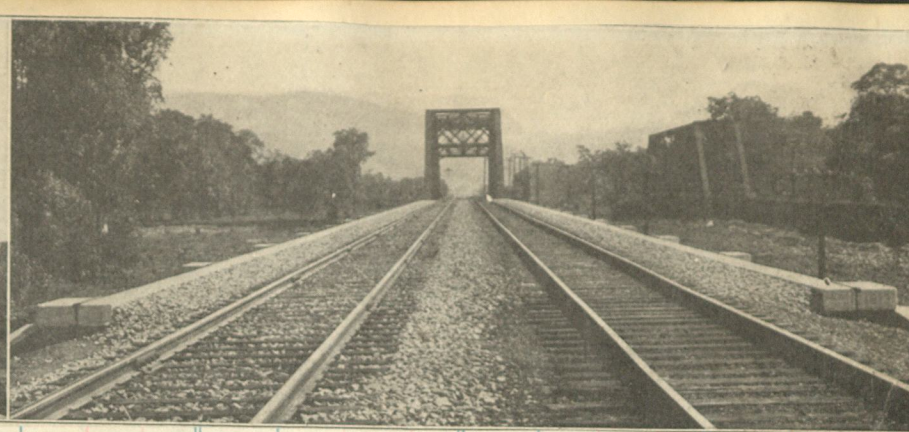
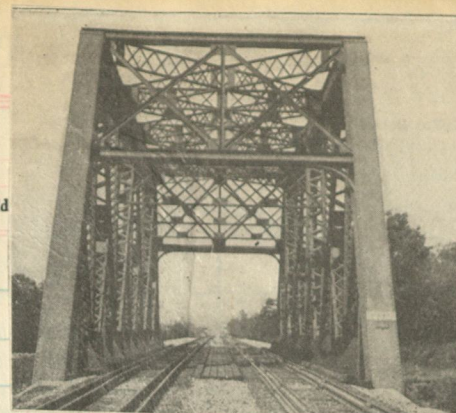
A daily scene that was repeated thousands of times during the "Golden Decade" [1905-1915]. An accommodation glides into Sykes behind a Schenectady (#167, 1903, c/n 29390) classic Atlantic.

CUT HERE
To Make
Short Sheet

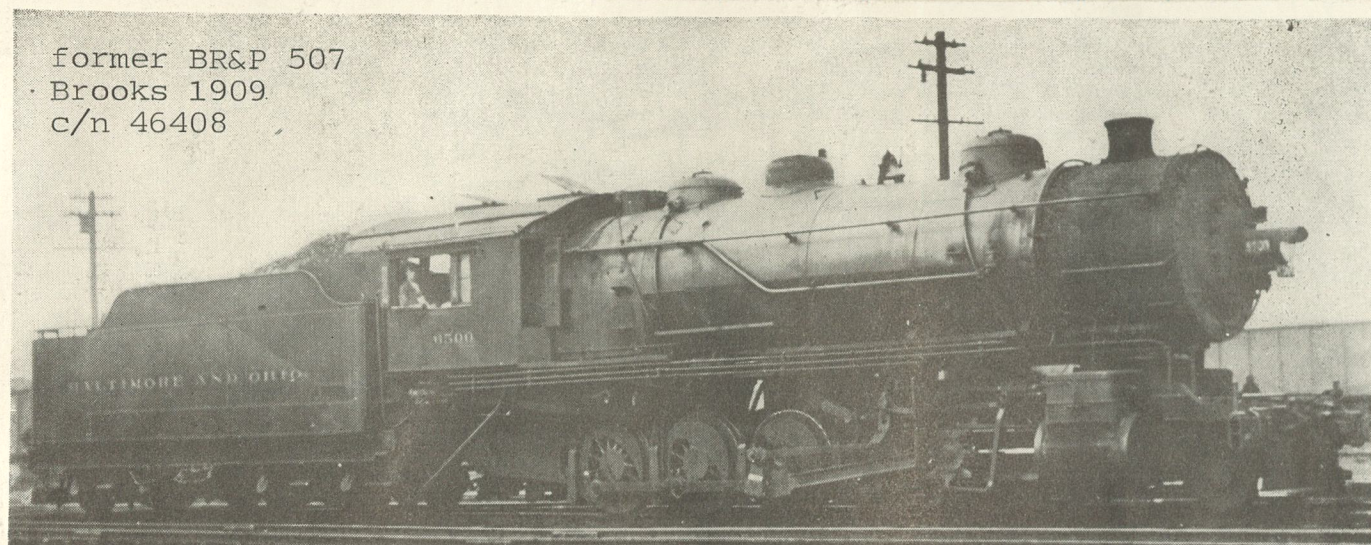
145



Trn #51, enroute to Pittsburgh, hurries thru C & M Jct.



st	Class No.	Sold	Amount



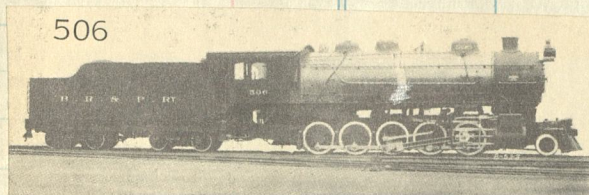
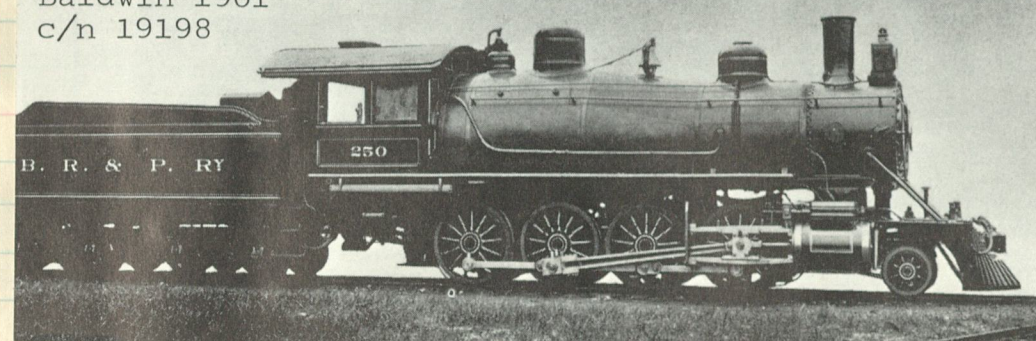
former BR&P 507
Brooks 1909
c/n 46408

Class Y, decapod, built by American Locomotive Co. in 1909 for B. R. & P.



The way freight at Sykes

Baldwin 1901
c/n 19198



506



BUFFALO, Rochester & Pittsburgh No. 53 with Vaclain Compound cylinders, built in 1891. (Collection of C. A. Brown)

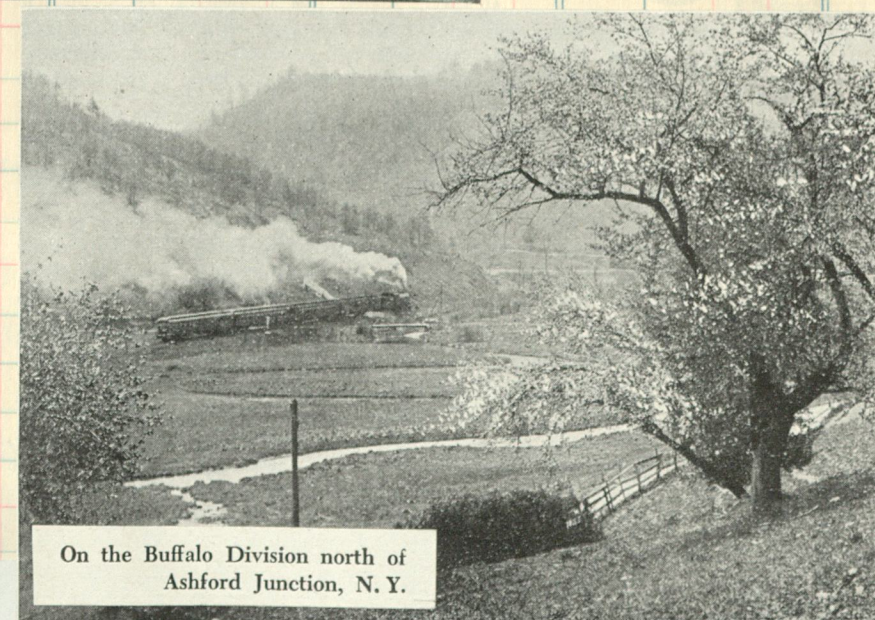
Baldwin
c/n 12317



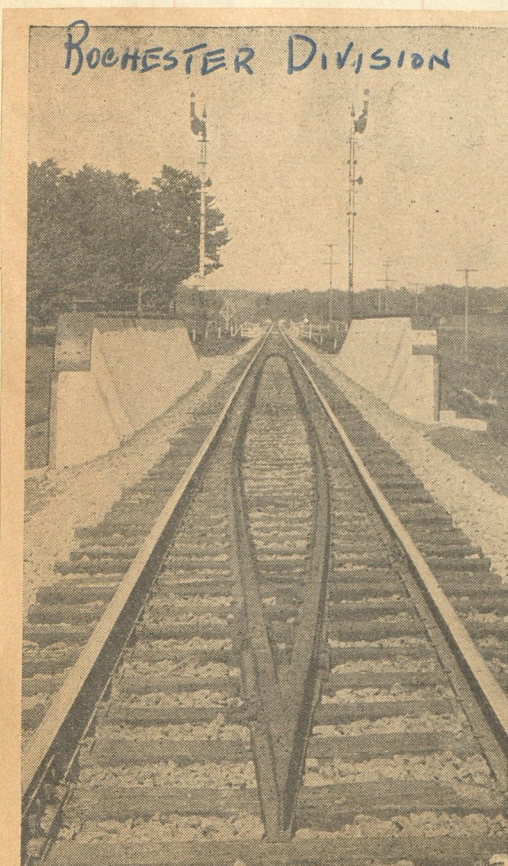
The 7113 paddles thru Falls Creek with Trn QD-97



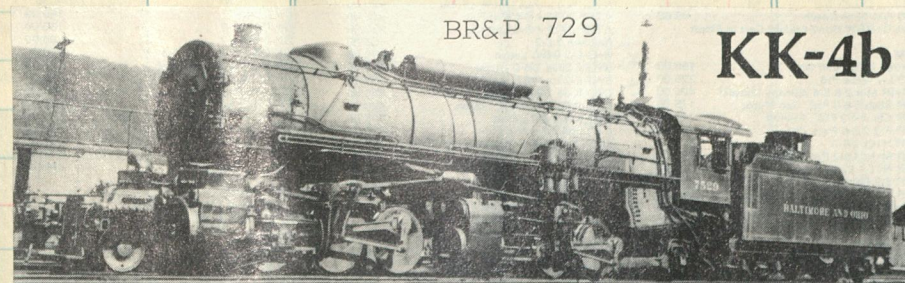
PITTSBURGH Express from Rochester-Buffalo at East Salamanca



On the Buffalo Division north of Ashford Junction, N. Y.

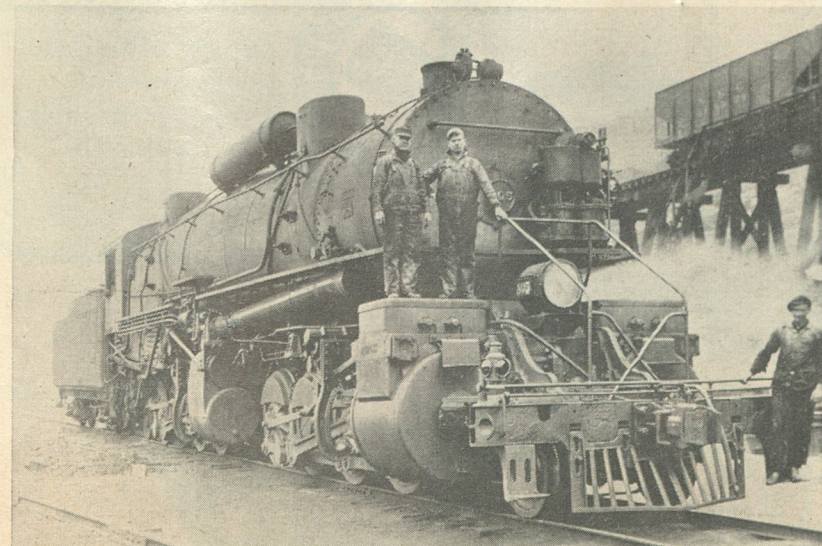


BRIDGE at Freedom, N. Y., with its 100-pound steel and its rock ballast, is an example of the BR&P's durable construction



BR&P 729

KK-4b

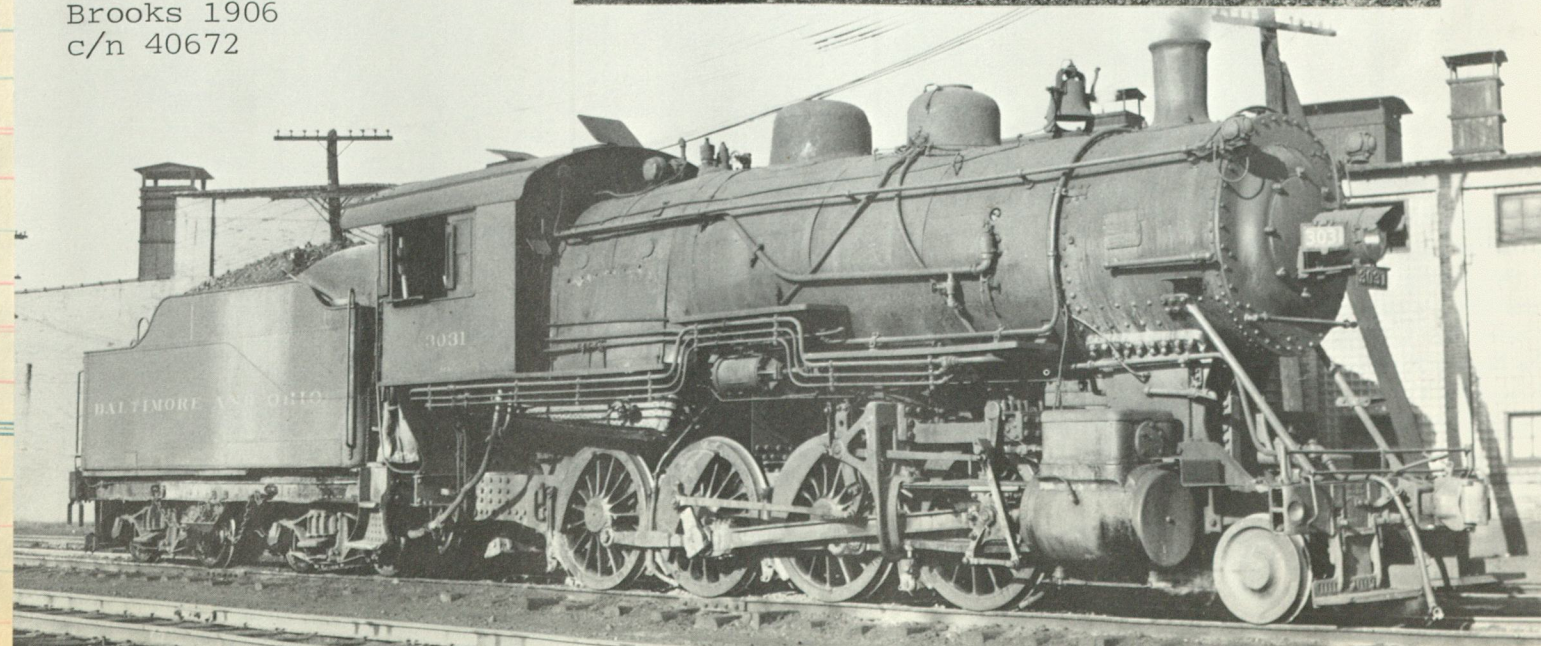


#805

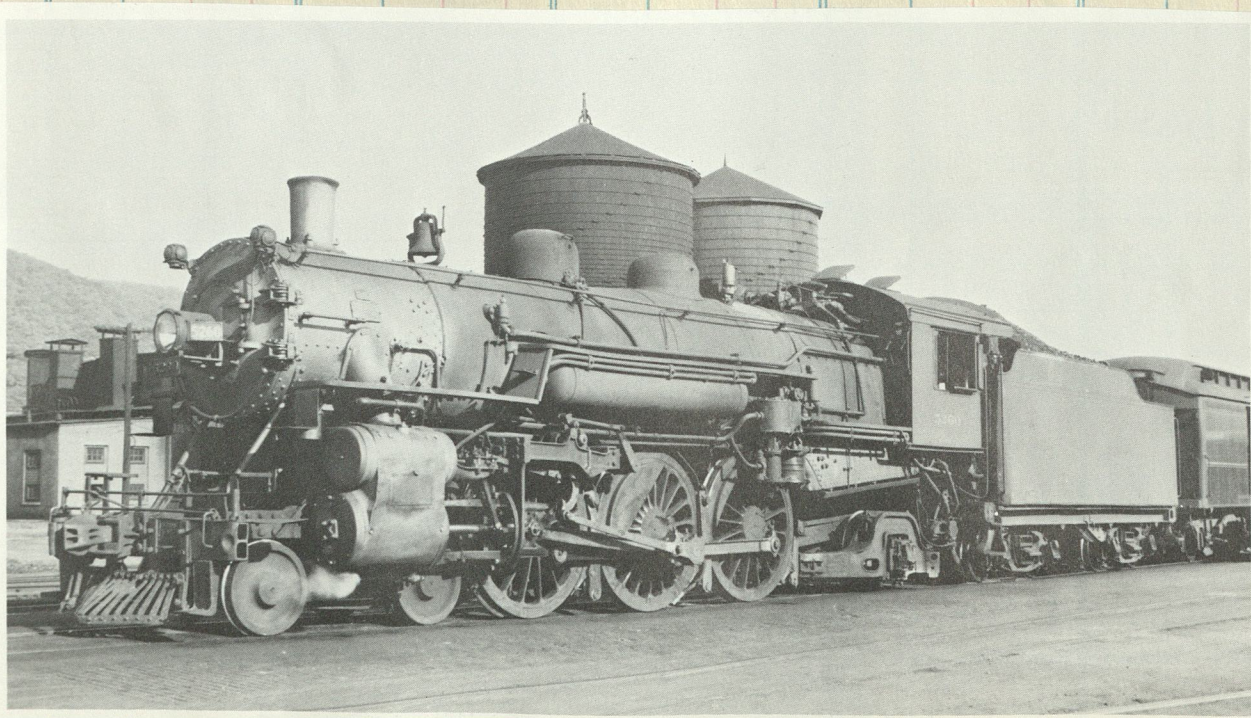
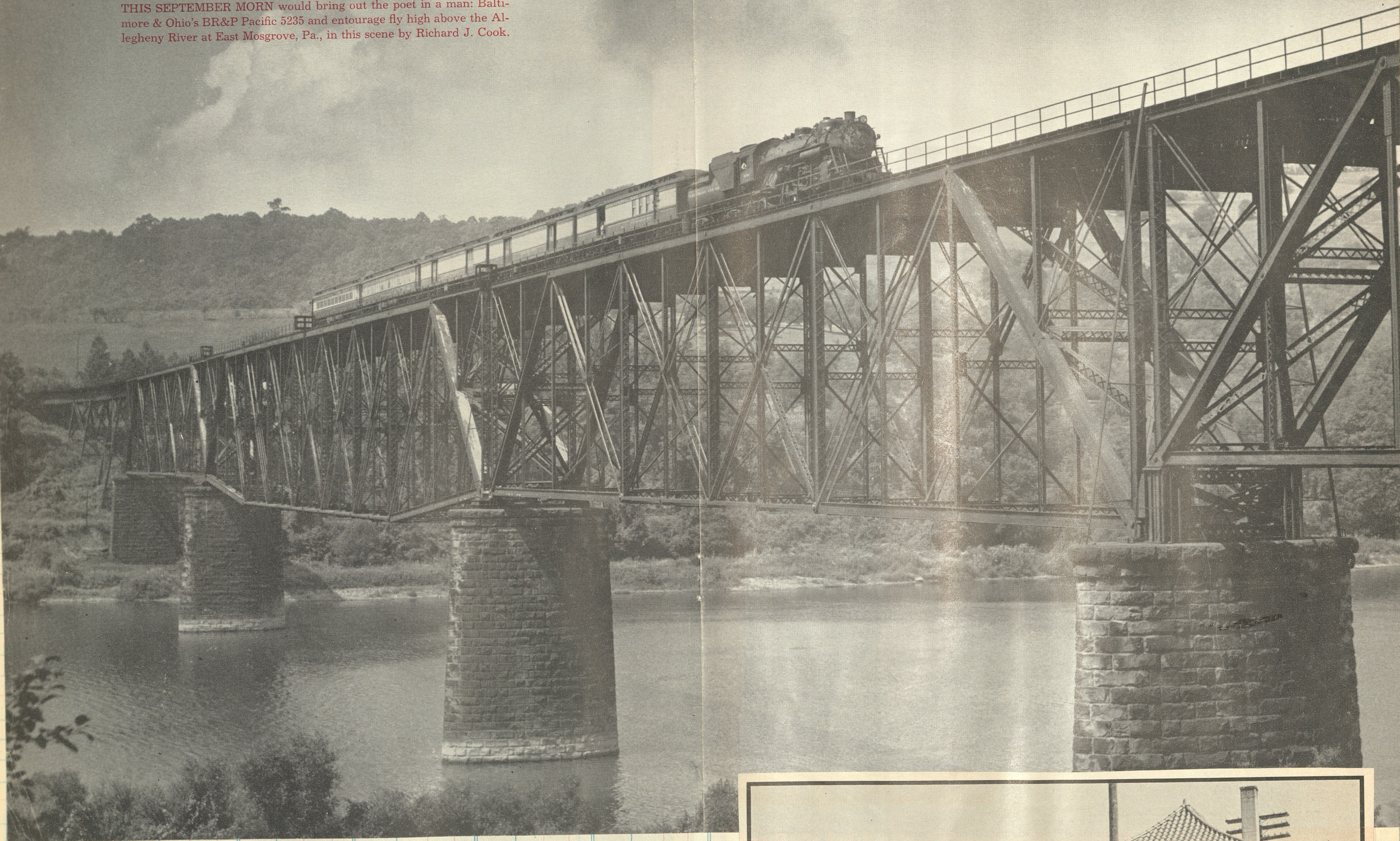
c/n 58022

Brooks 1918

Org BR&P 355 (355-360)
Brooks 1906
c/n 40672



THIS SEPTEMBER MORN would bring out the poet in a man: Baltimore & Ohio's BR&P Pacific 5235 and entourage fly high above the Allegheny River at East Mosgrove, Pa., in this scene by Richard J. Cook.



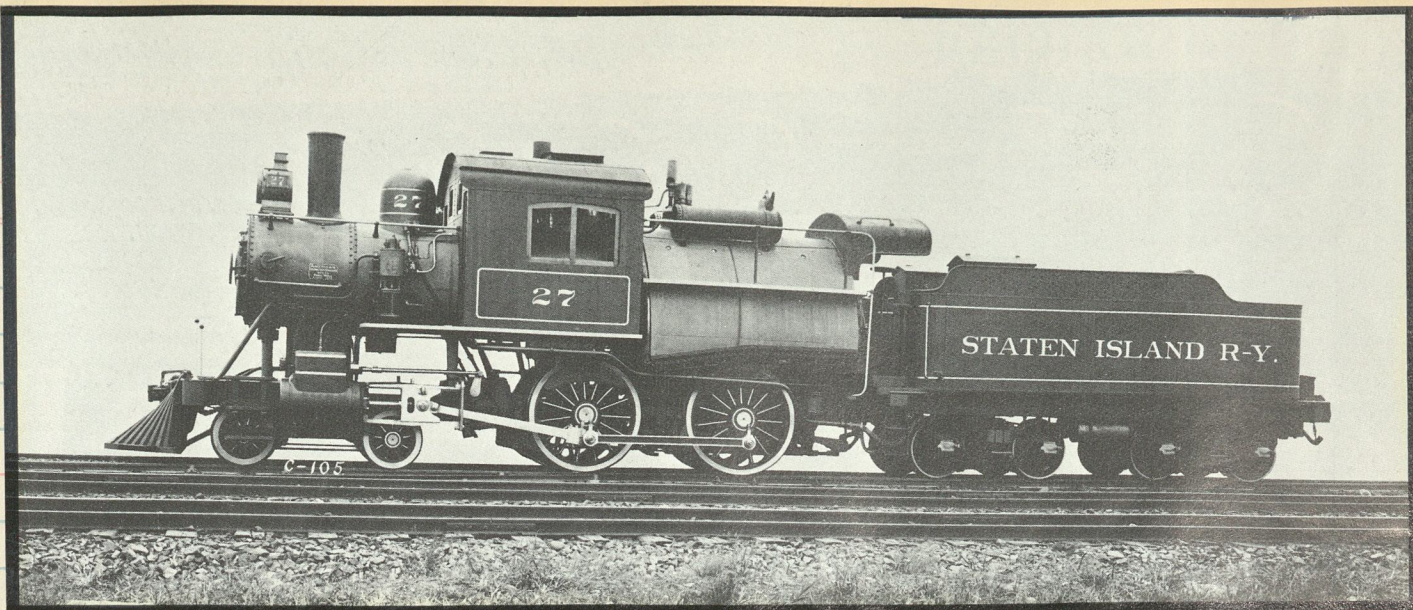
5260 ex BR&P 675 c/n 64589. One of five, 675-679, delivered by Brooks to the BR&P in 1923



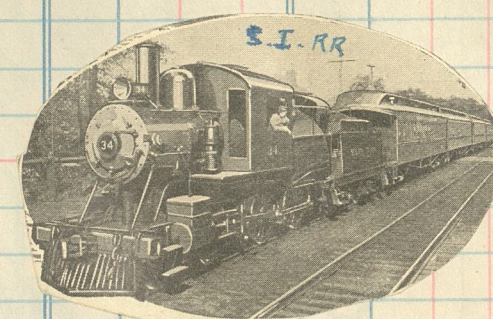
BALTIMORE & OHIO TRAIN No. 252 SWINGS PAST CM TOWER NEAR DU BOIS, PA.

acquired by B & O 1889

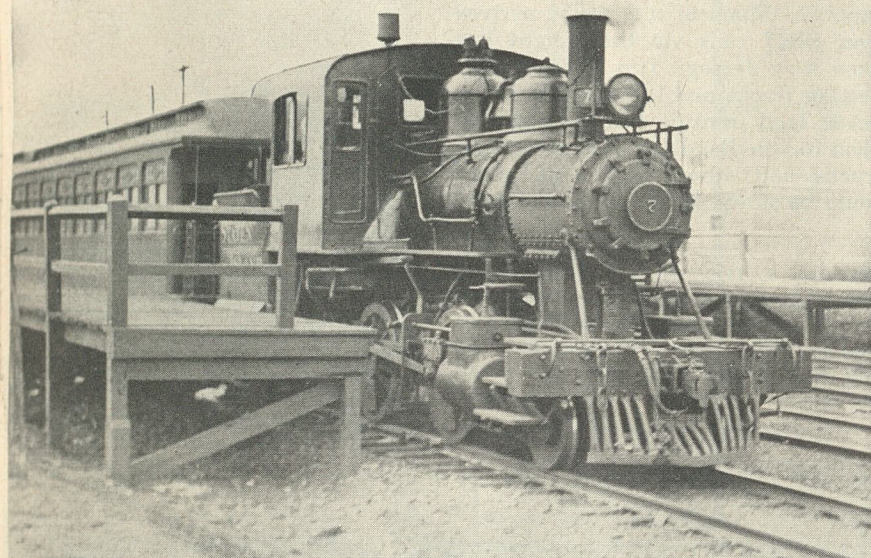
16 149



In 1906 Cooke delivered five handsome 'camelbacks' noed 23-27. #27 had c/n 40872.

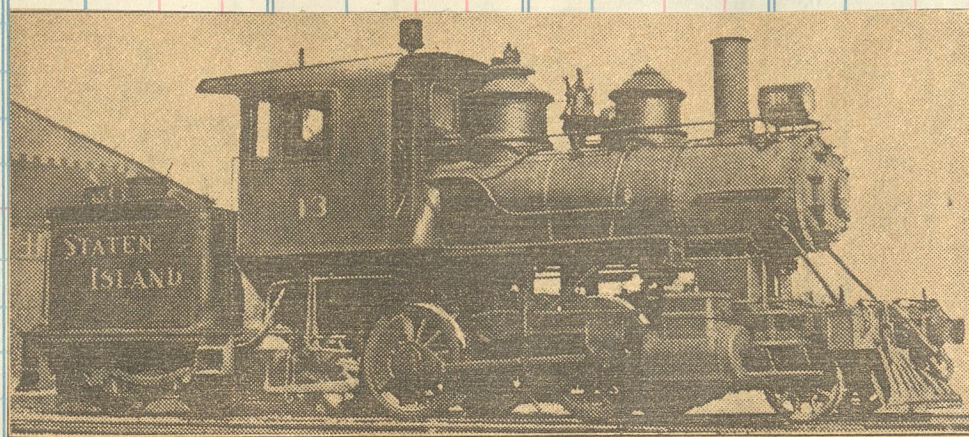


Nos 6-9 c/n 1642 Cooke 1885



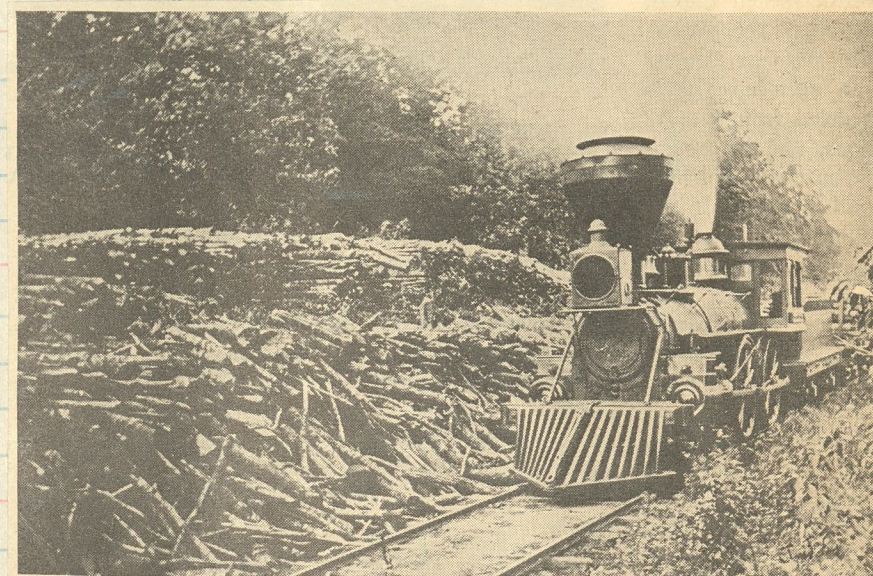
Rail Photo Service.

No. 7, an early Staten Island locomotive, provided motive power for ornate coaches at Stapleton prior to electrification. The little 2-4-0 carried a four-wheel tender with no flags.

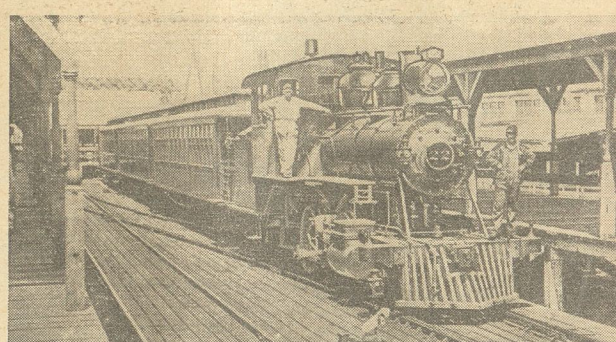


10-14 c/n 1751 Cooke 1887
Before Passenger Service on Staten Island (New York City) Was Electrified, Dinky Engines Such as This Handled the Suburban Trains

Photo by Joseph Lavelle

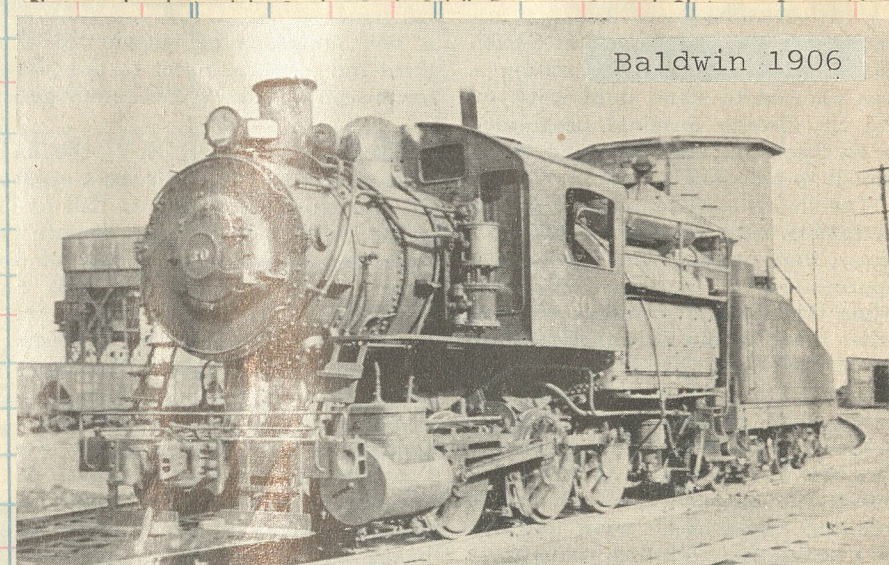


WOOD PILED HIGH FOR USE IN ENGINE
This old wood burner, named Edward Banker, was on the Staten Island run in the 1870's.

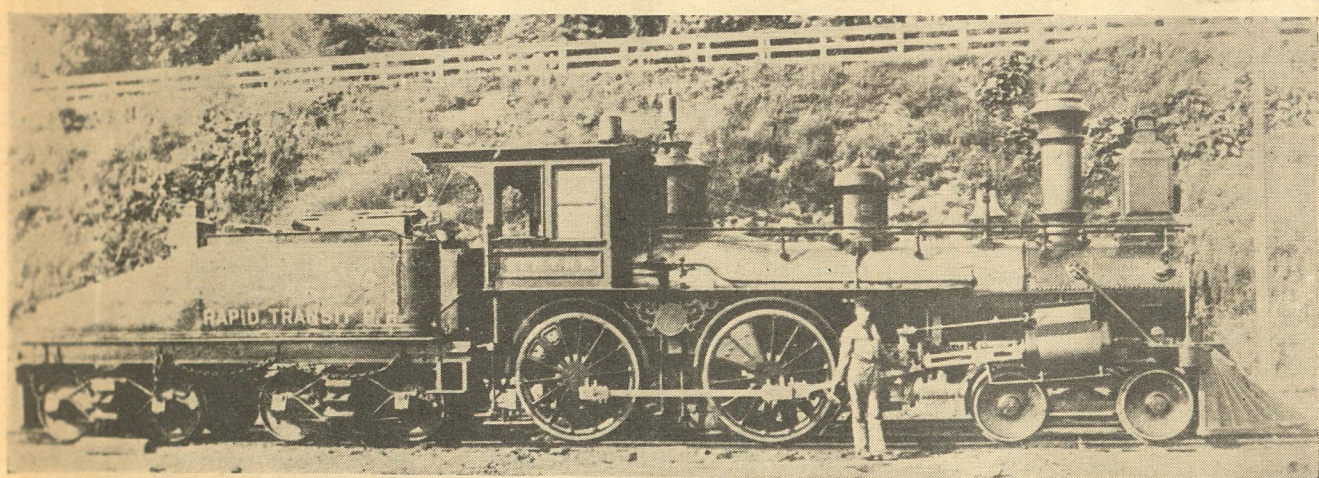


Steve Maguire

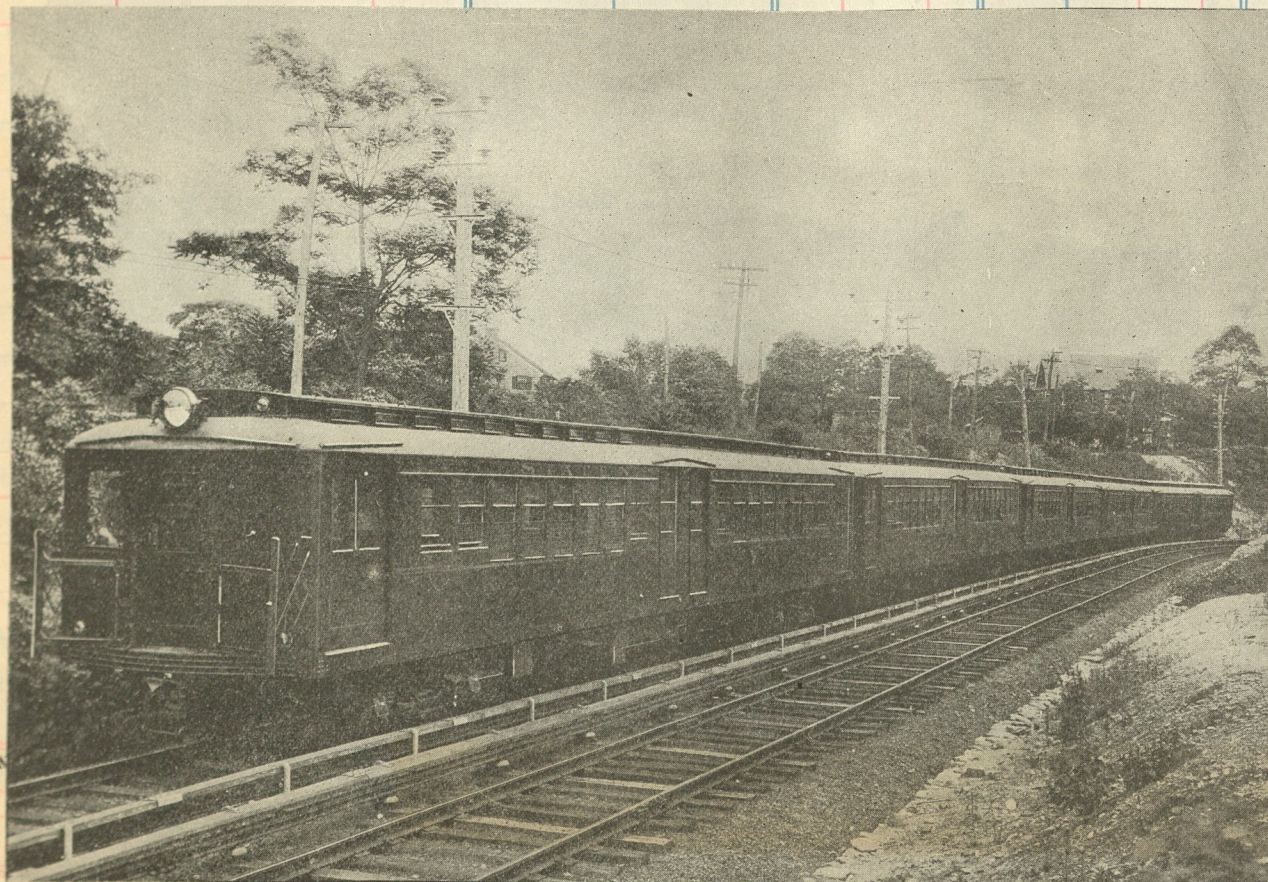
Pre-electric 2-4-4 connected Forney type at St. George Terminal. Nos. 7 through 22, the latter pictured above, had vacuum brakes only. Other locomotives, excepting 8-wheeler No. 6, were double-equipped to handle old B&O airbraked coaches



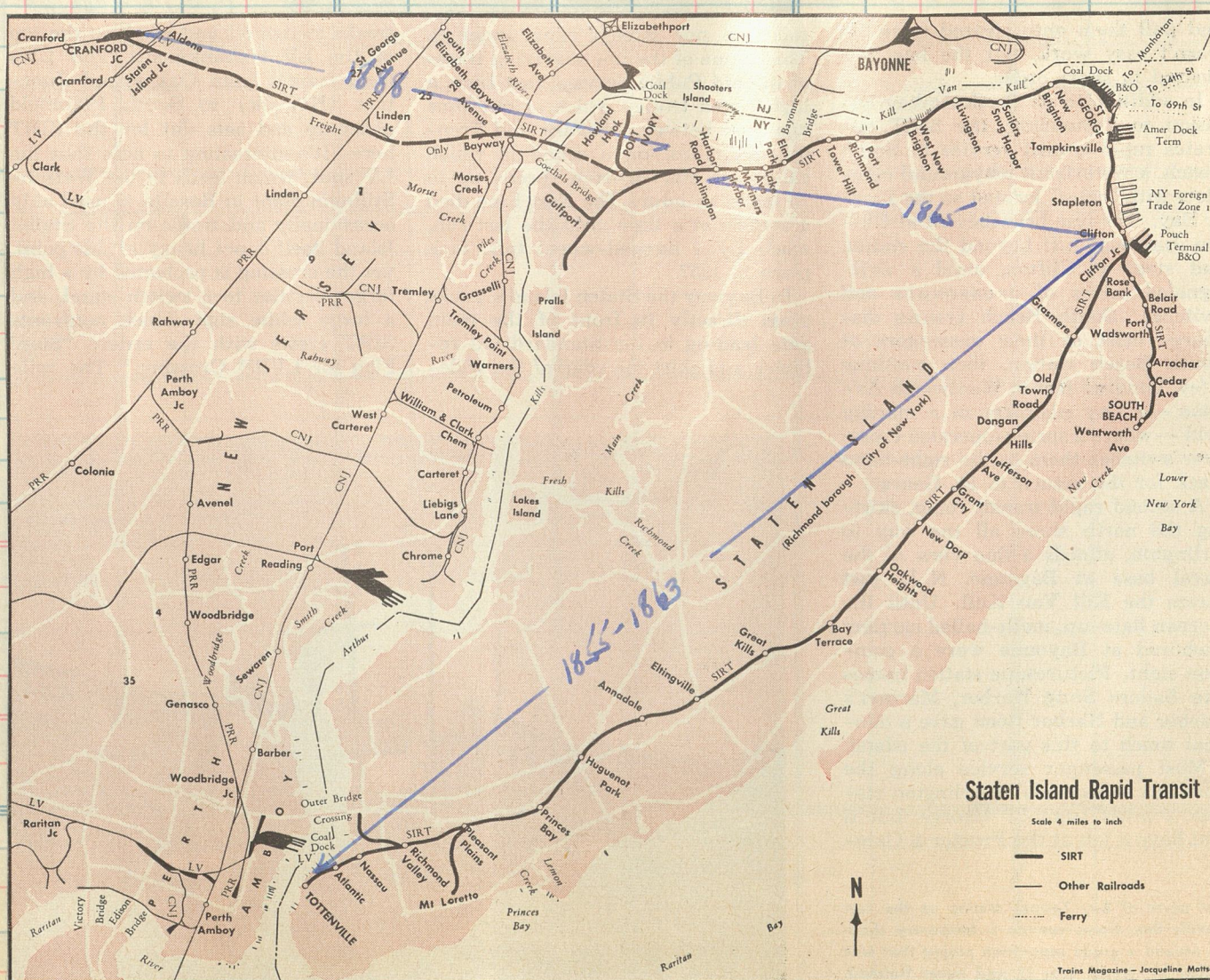
Baldwin 1906

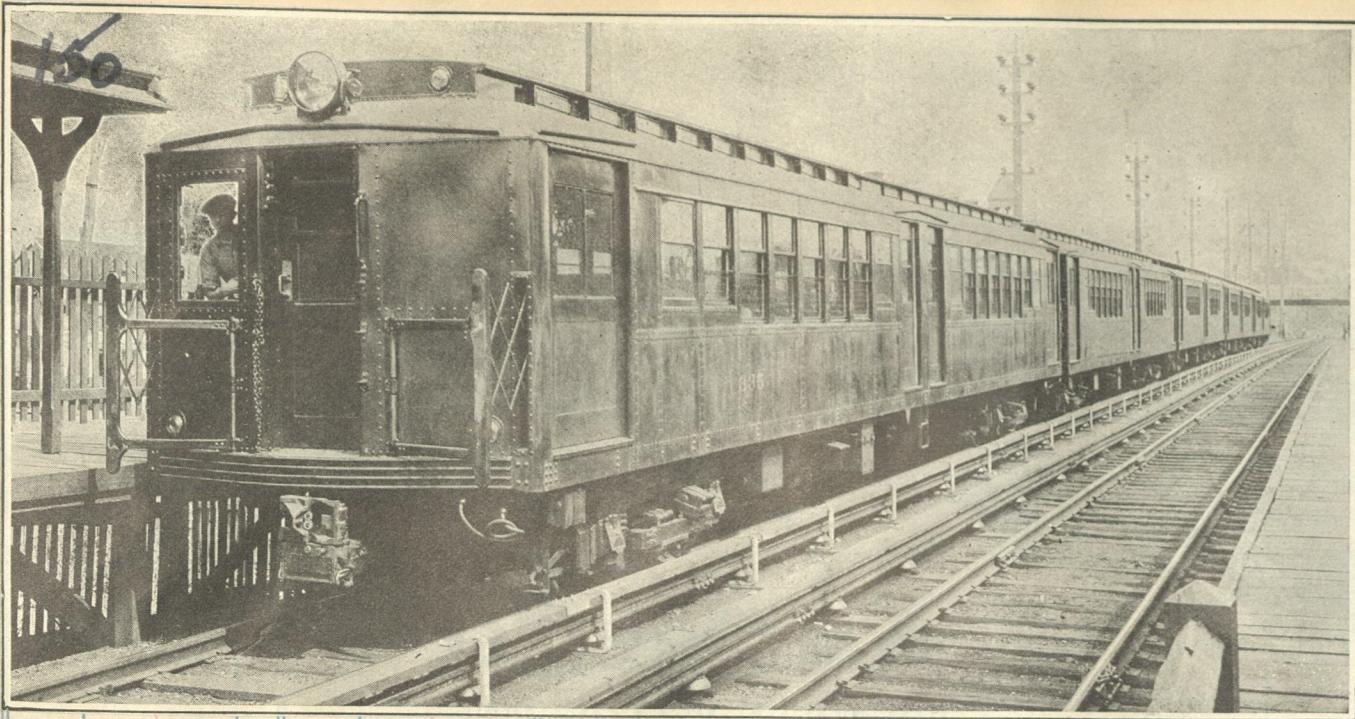


S.I.R.T. #45 was transferred from the B&O and may have been one of their old G-3 class.

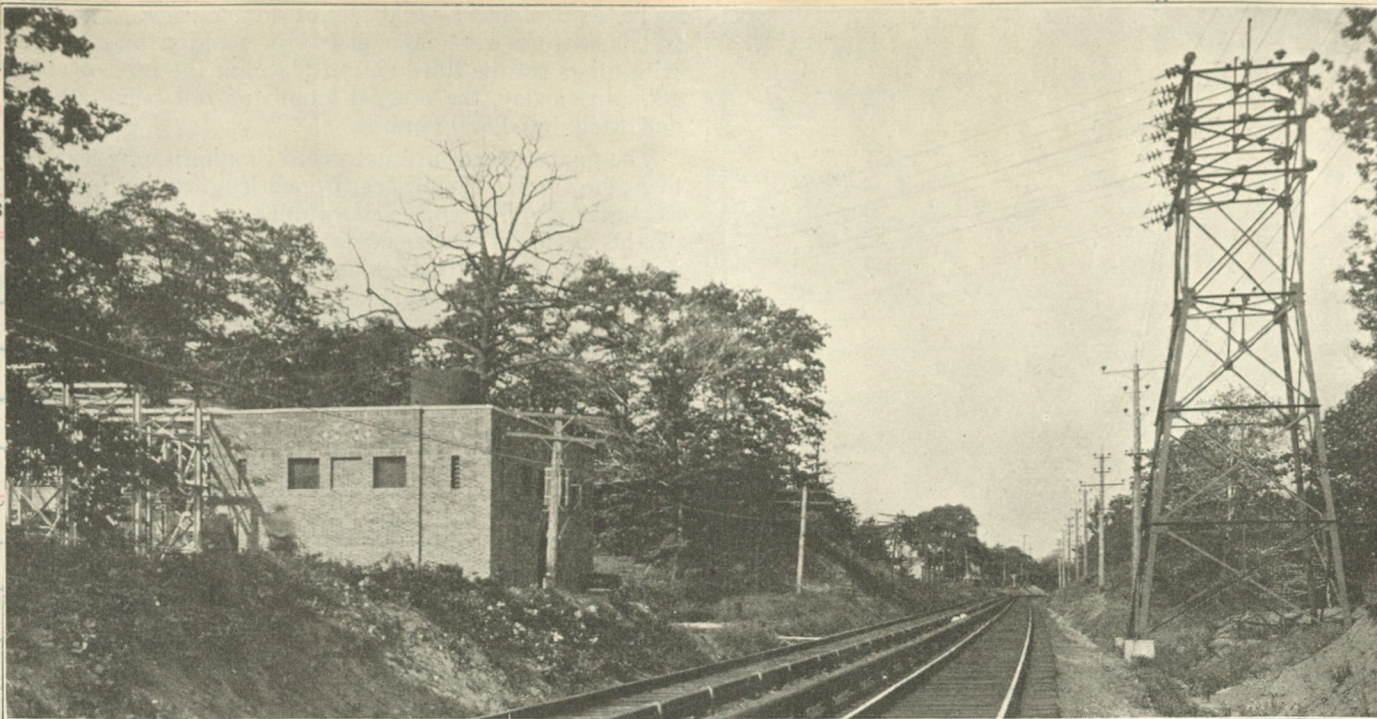


Accounted for



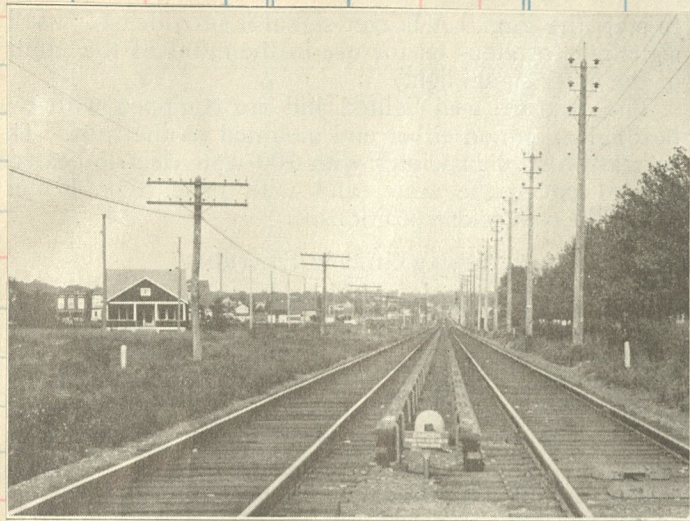


Clos. No. S

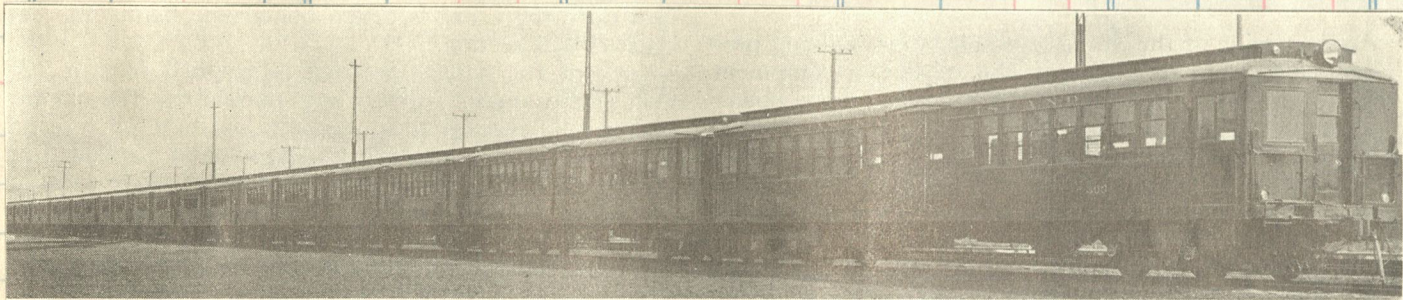


unt Clos. No. Sold Amount

Old Town Substation, Staten Island Lines Electrification.



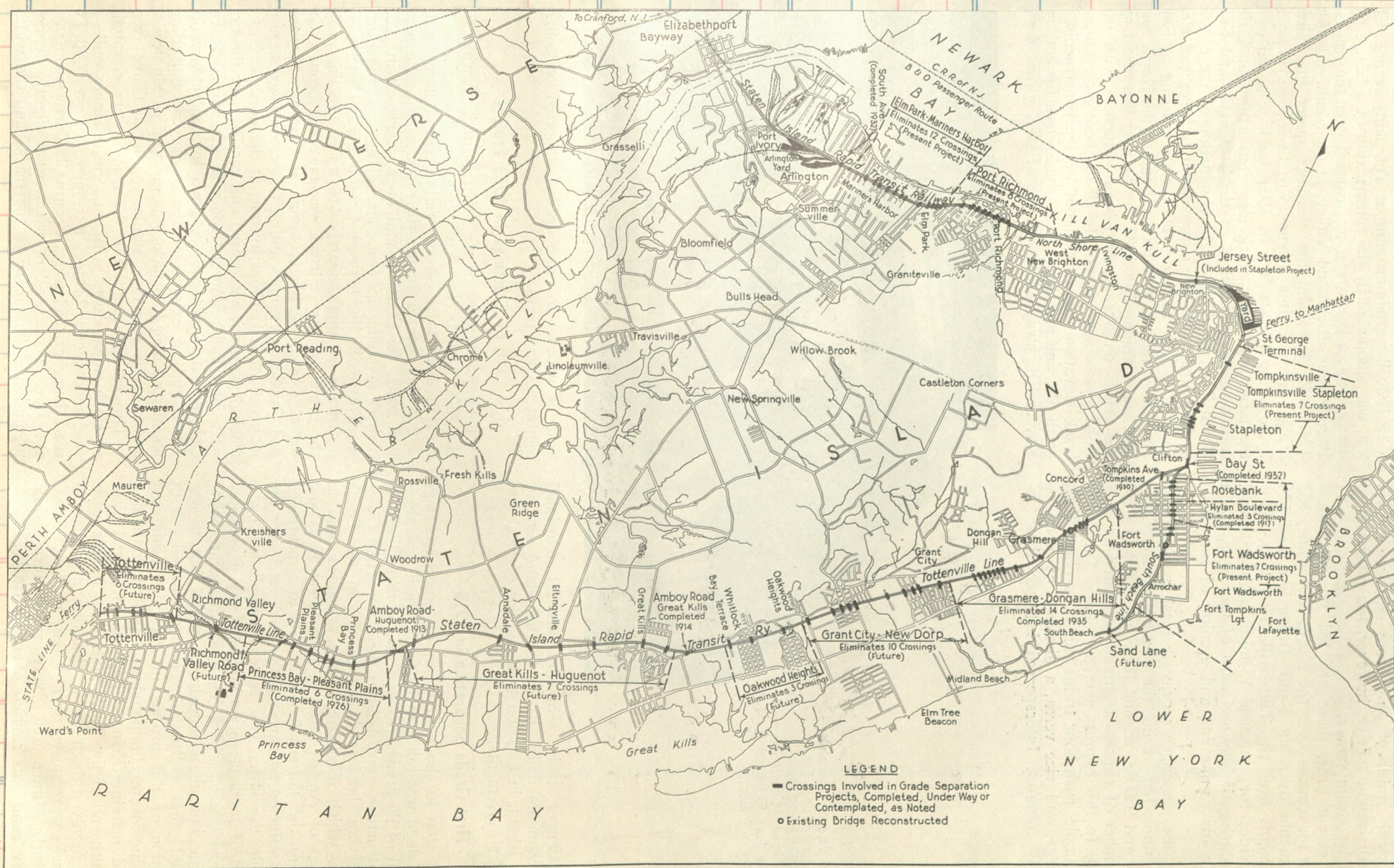
Thirty-three Thousand Volt Double Circuit Transmission Lines on Railroad Right-of-Way in Connection With Staten Island Lines Electrification.



Train of Multiple Unit Cars Used in Electric Territory, Staten Island Lines.



On the Tottenville line, New Dorp station is typical of the unimproved portions of the railroad. Ross Avenue crosses the tracks at grade, and a ramp leads up to the old-style station.



Map of Staten Island, New York, Showing the Lines of the Staten Island Rapid Transit Railway (Baltimore & Ohio), and the Progress Which Has Been Made in the Elimination of Grade Crossings Since 1913—Note Four Large Present Projects Involving the Elimination of 34 Crossings

THE CENTRAL R. R. CO. OF NEW JERSEY.

NYCS
A P A-46

7-47 1000 bks. (Europe)
Printed in U.S.A.

151

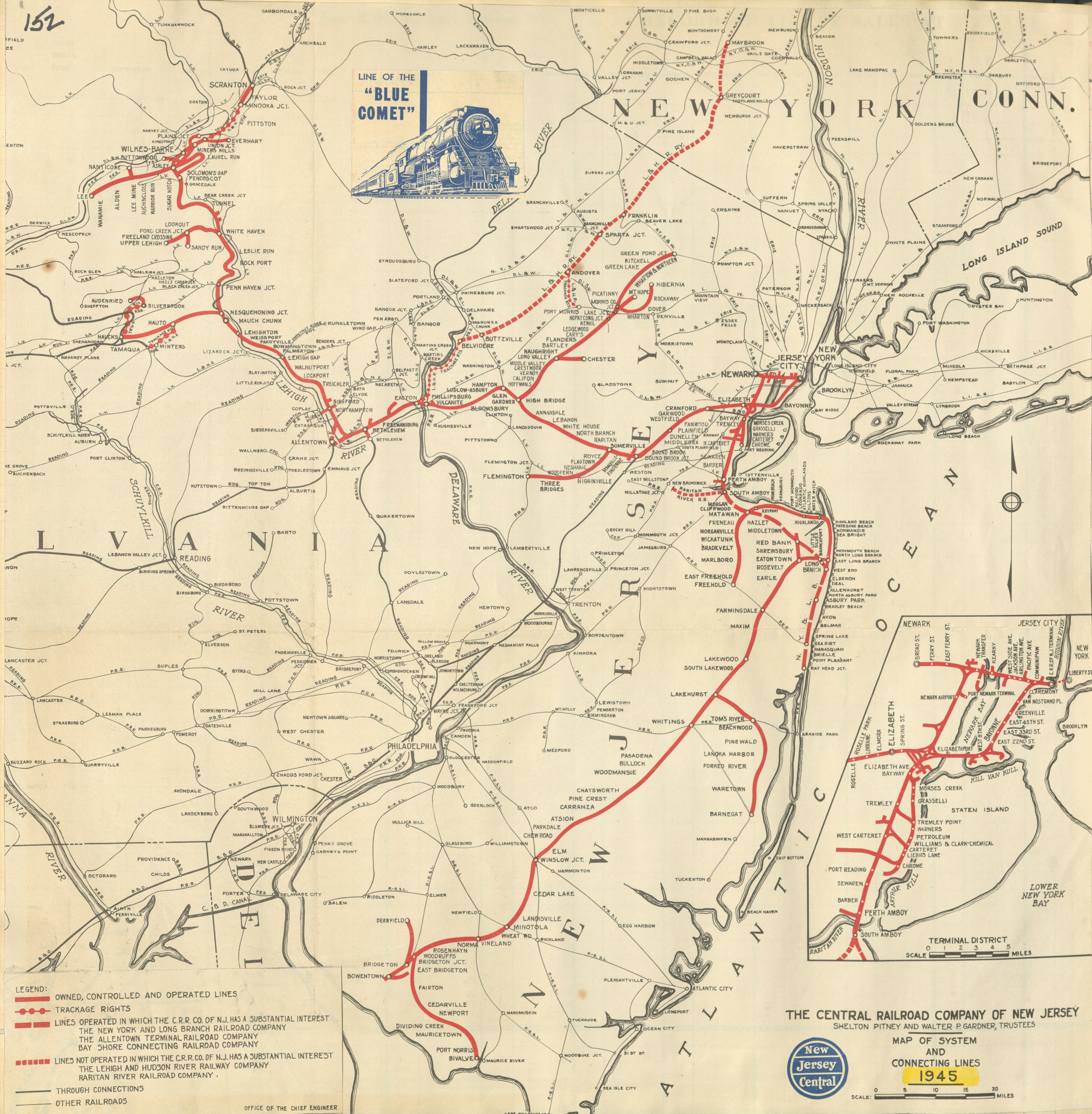
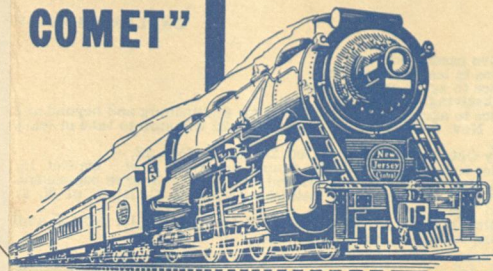


A portrait of railroading in the grand tradition. Mike 872 [Brooks 1923 c/n 63220] showing how it was done as she charges westbound with 79 cars near Fanwood, New Jersey



Smoke Along the Lehigh
East of Walnutport, Pa. Eng 927 (2-8-2) leads 104 cars eastbound thru the beautiful Lehigh River valley.

LINE OF THE
"BLUE
COMET"



THE CENTRAL RAILROAD COMPANY OF NEW JERSEY
SHELTON PITNEY AND WALTER P. GARDNER, TRUSTEES



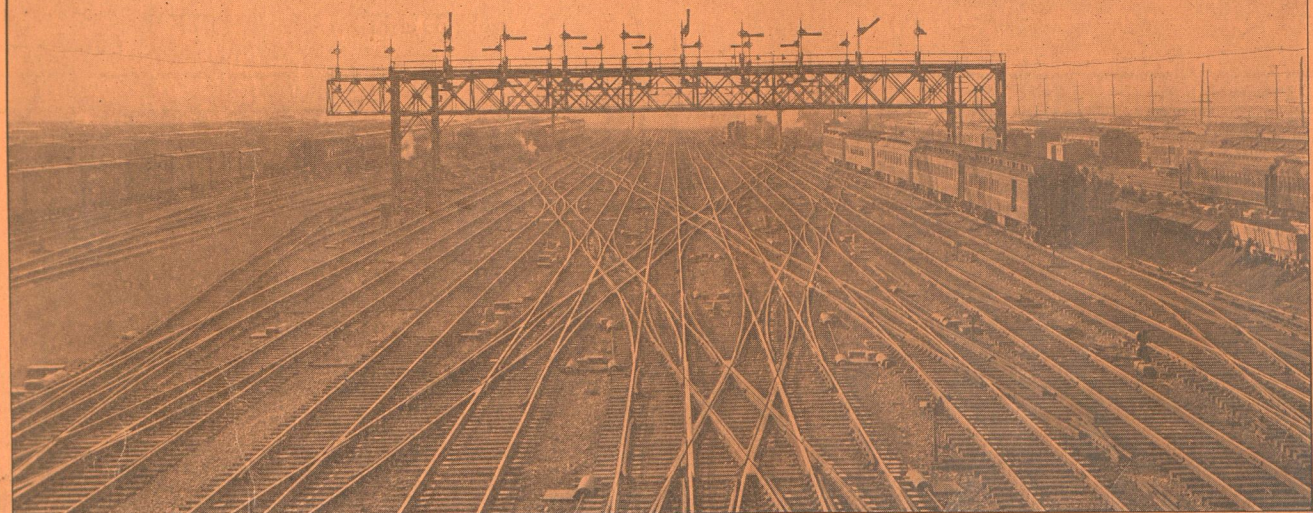
MAP OF SYSTEM
AND
CONNECTING LINES
1945

SCALE: 0 5 10 15 20 MILES

- LEGEND:
- OWNED, CONTROLLED AND OPERATED LINES
 - TRACKAGE RIGHTS
 - LINES OPERATED IN WHICH THE C.R.R. CO. OF N.J. HAS A SUBSTANTIAL INTEREST
THE NEW YORK AND LONG BRANCH RAILROAD COMPANY
THE ALLENTOWN TERMINAL RAILROAD COMPANY
BAY SHORE CONNECTING RAILROAD COMPANY
 - LINES NOT OPERATED IN WHICH THE C.R.R. CO. OF N.J. HAS A SUBSTANTIAL INTEREST
THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY
RAKITAN RIVER RAILROAD COMPANY
 - THROUGH CONNECTIONS
 - OTHER RAILROADS
- OFFICE OF THE CHIEF ENGINEER

C 1915

Clos. No.

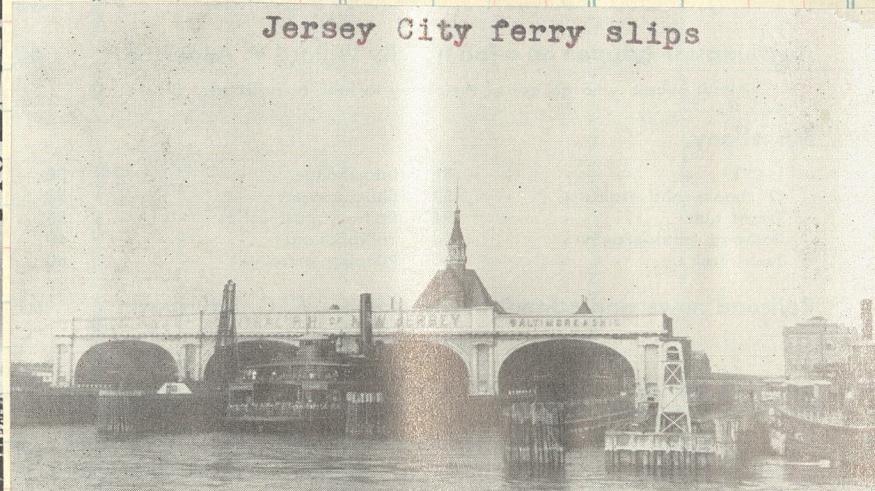


Part of the Jersey City Terminal of the Central Railroad of New Jersey. Electro-Pneumatic Interlocking.

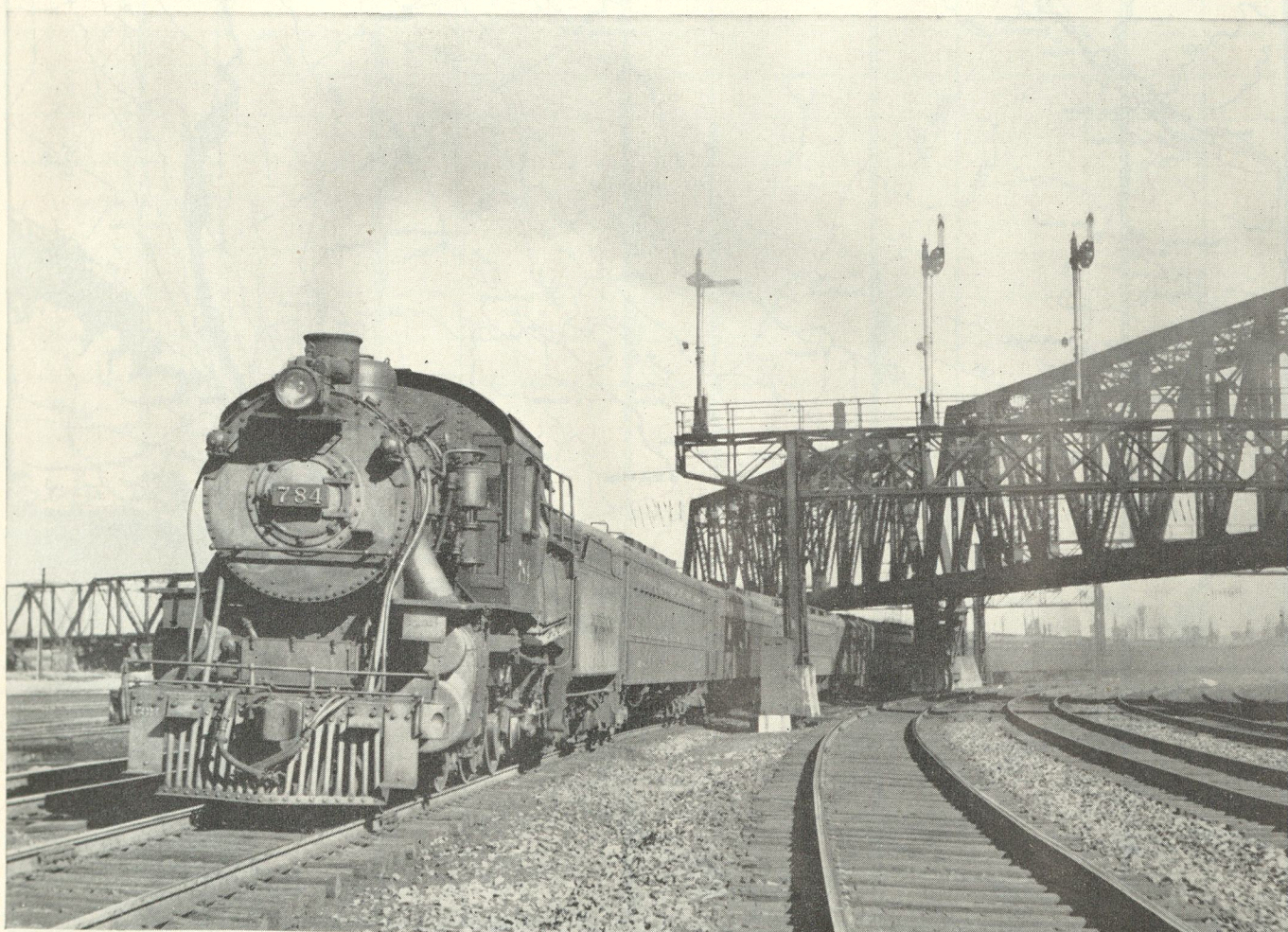
OKM



Jersey City ferry slips

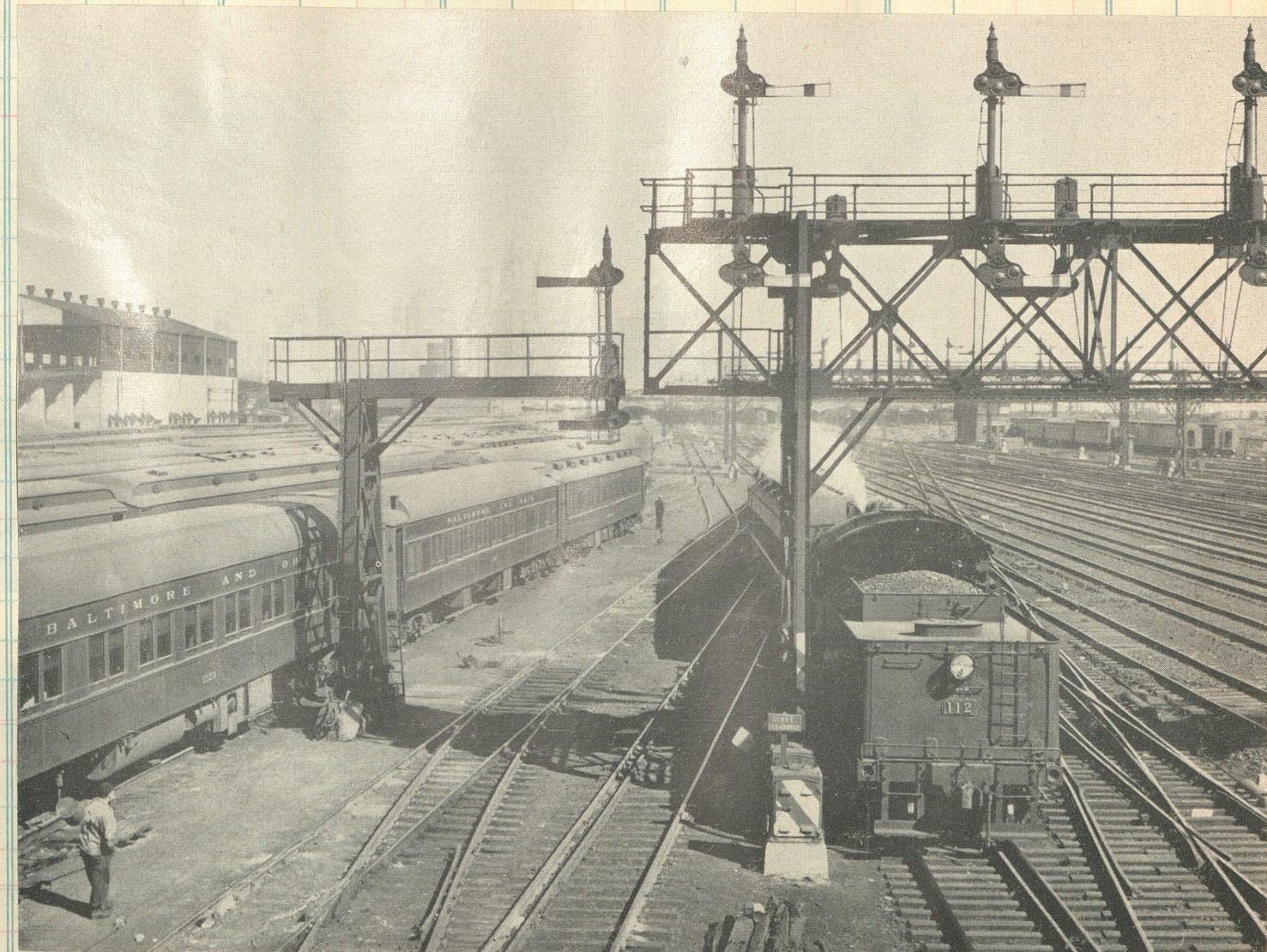


Blt by Harlan & Hollingsworth -- 1906

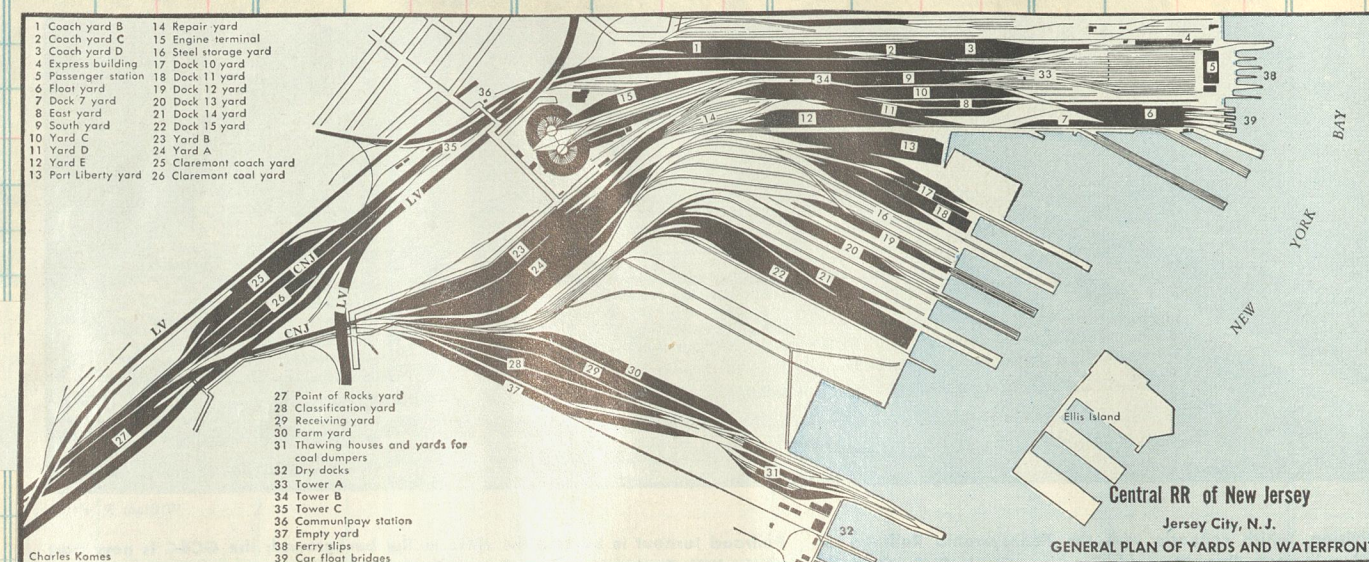
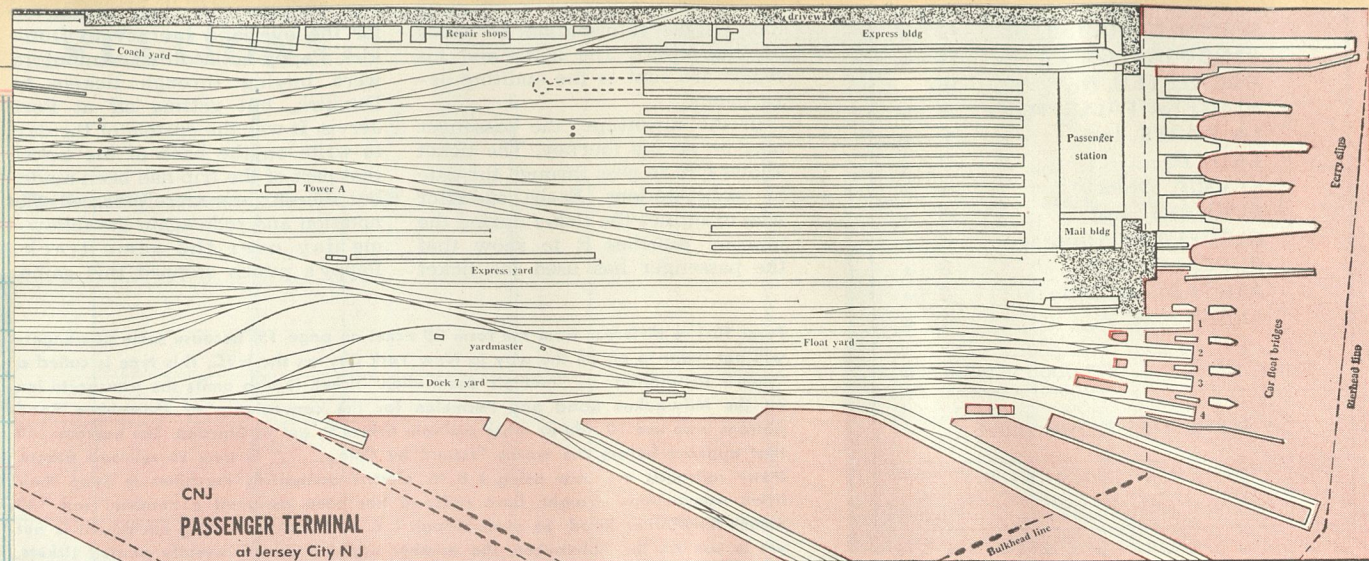


Donald W. Furler.

Ten Wheeler 784 is starting to accelerate with her consist of commuters after a running brake test at Communipaw. The bridge carries a Lehigh Valley freight line.



A portion of the vast maze of tracks that made up the Jersey City terminal. Train sheds are in the distance, base of Tower "A" can be noted at right center. Yard engine #112, 0-6-0 Schenectady 1923, works an afternoon shift. Part of Coach Yard "C" on the left.

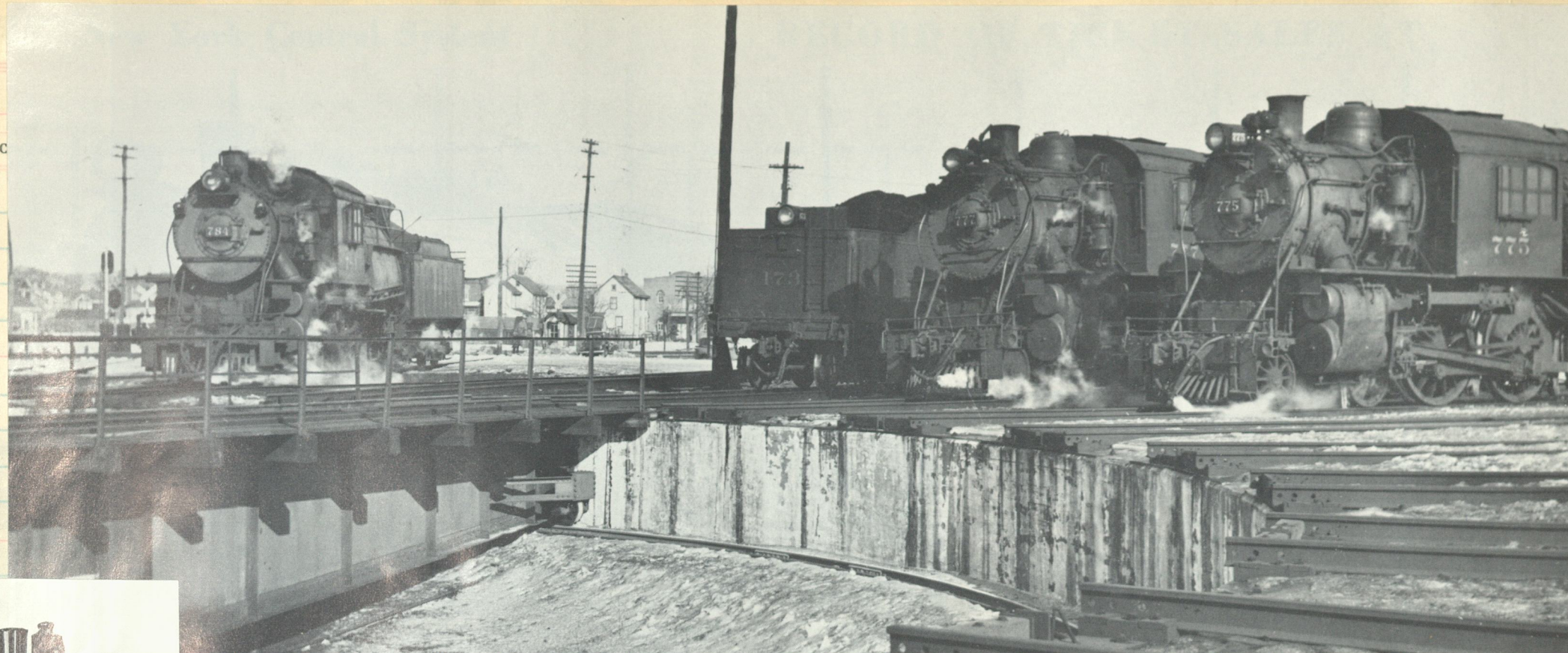


153

Sold Amount

Ladies In Waiting

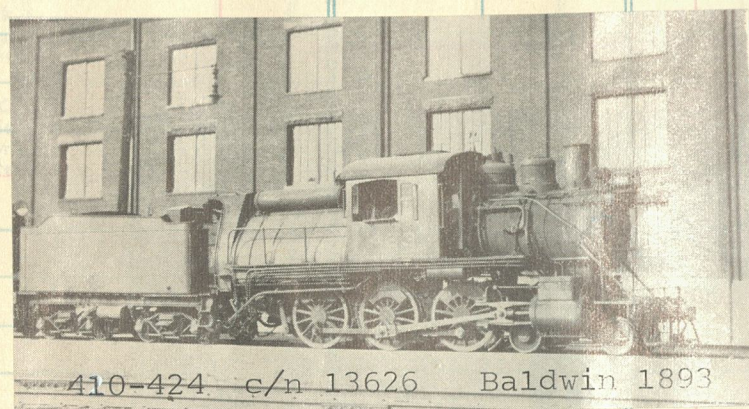
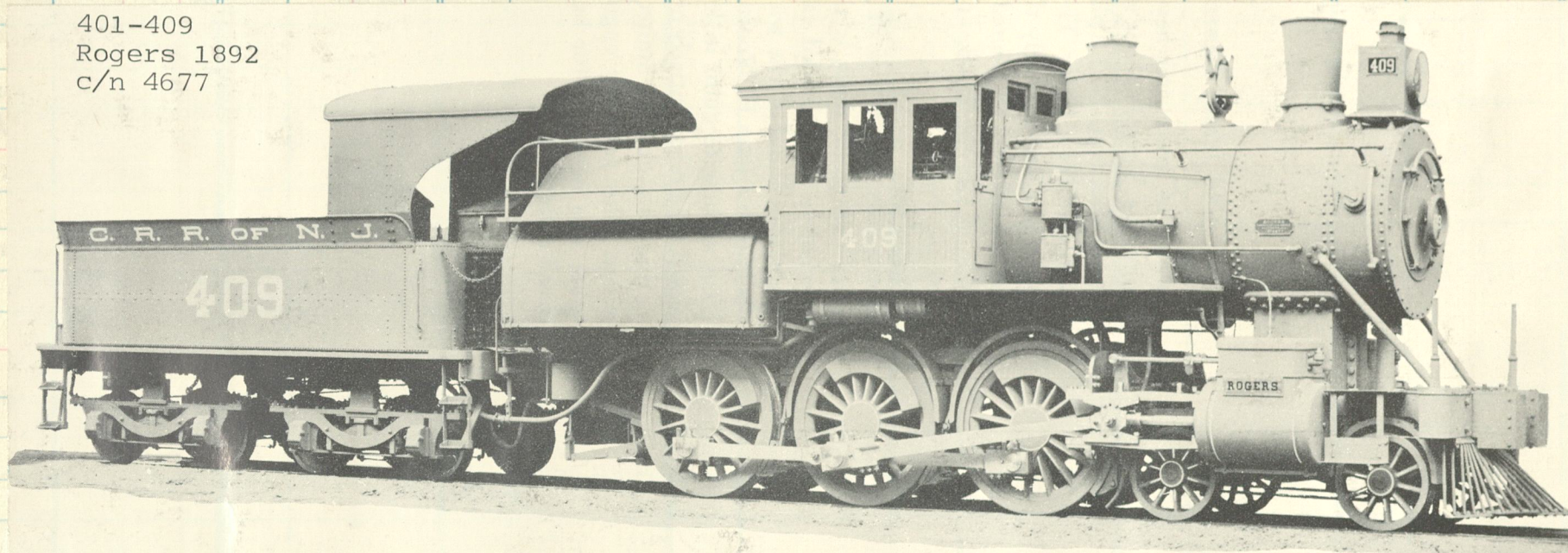
Four 'Camel' Ten wheelers ring the pit, L to R 784, 173, 777 and 775, at Raritan, NJ 2/1936



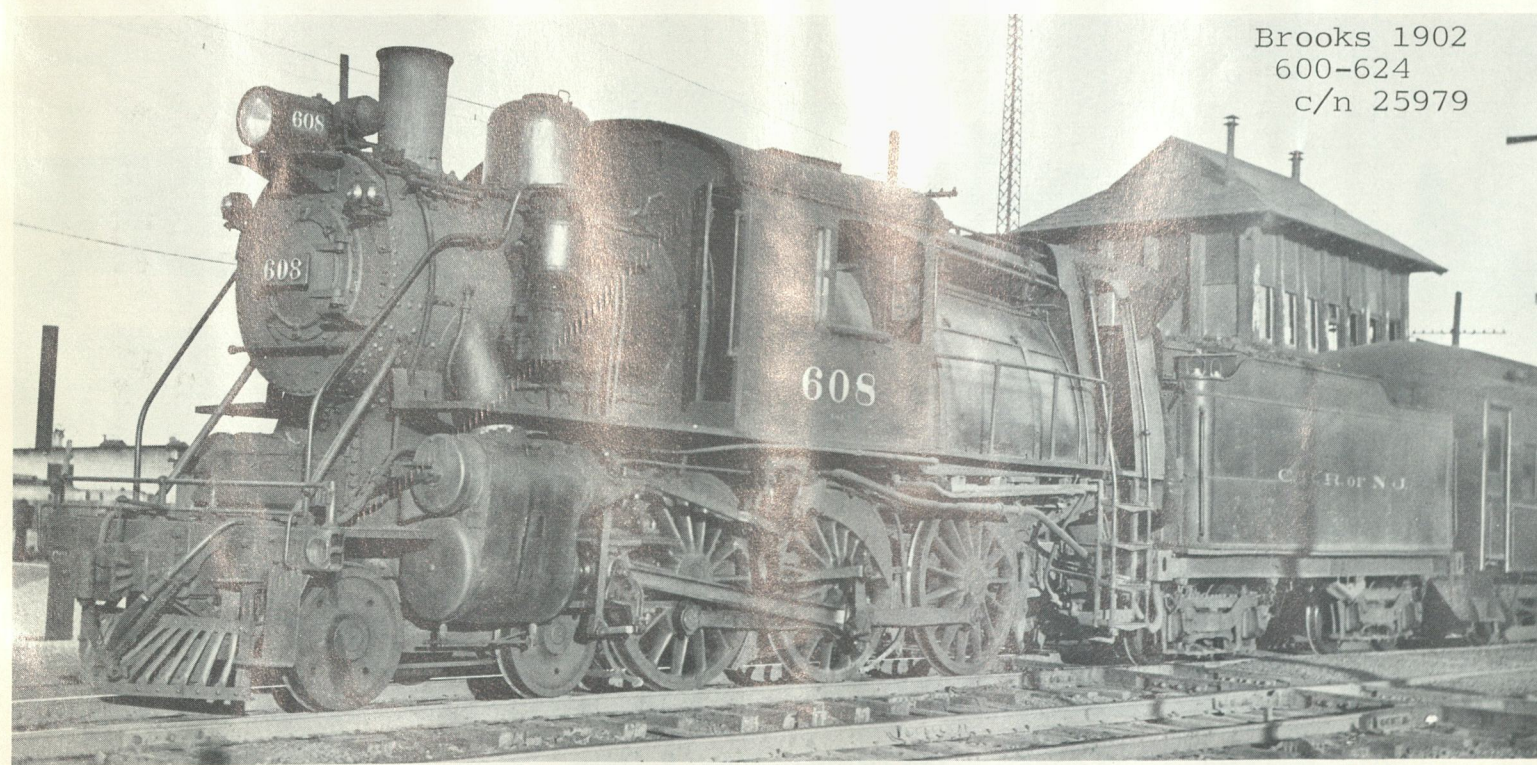
Baldwin 1892 (cmpd)
c/n 12432
renod 567, 425



401-409
Rogers 1892
c/n 4677

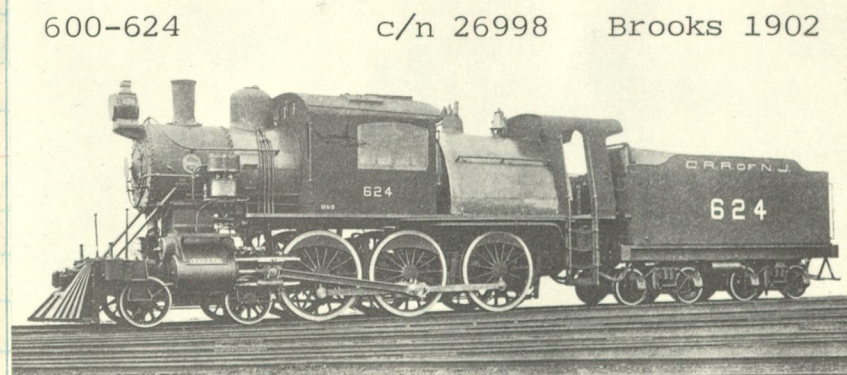


410-424 c/n 13626 Baldwin 1893

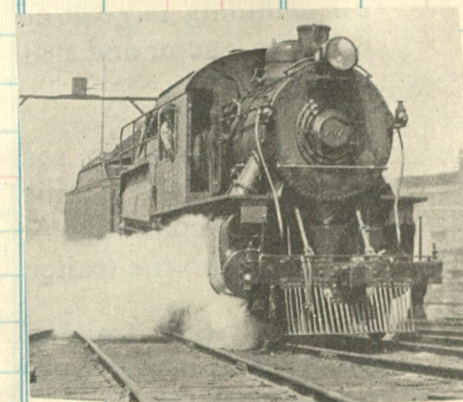


Brooks 1902
600-624
c/n 25979

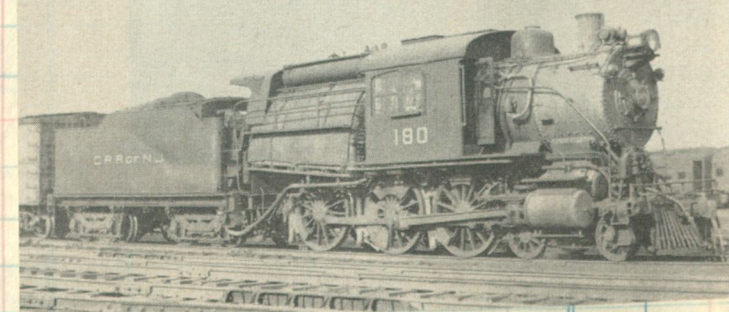
— Robert F. Collins



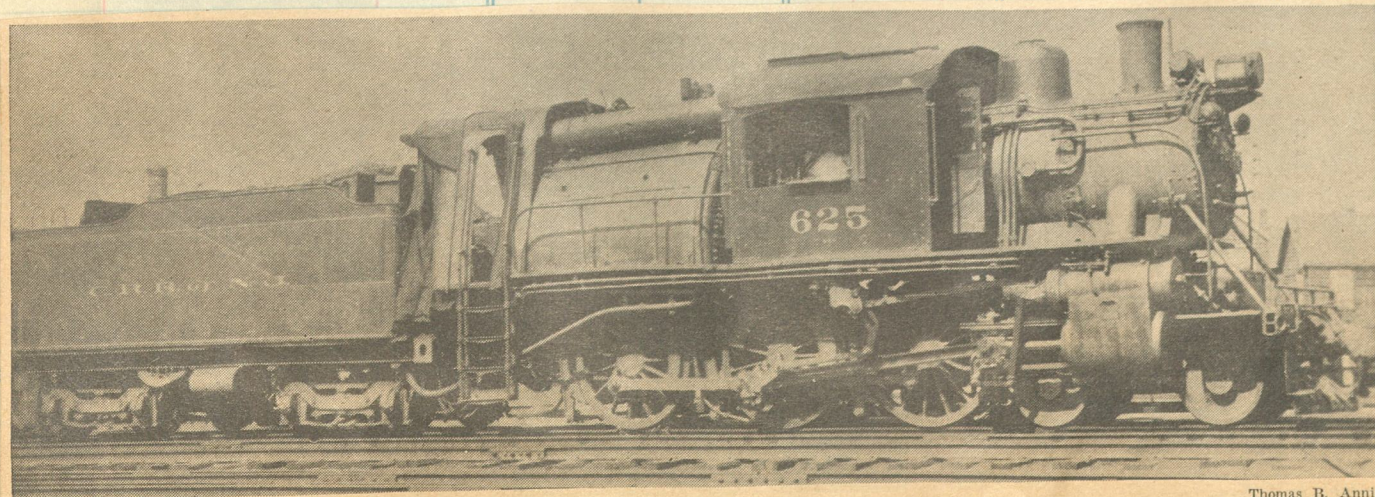
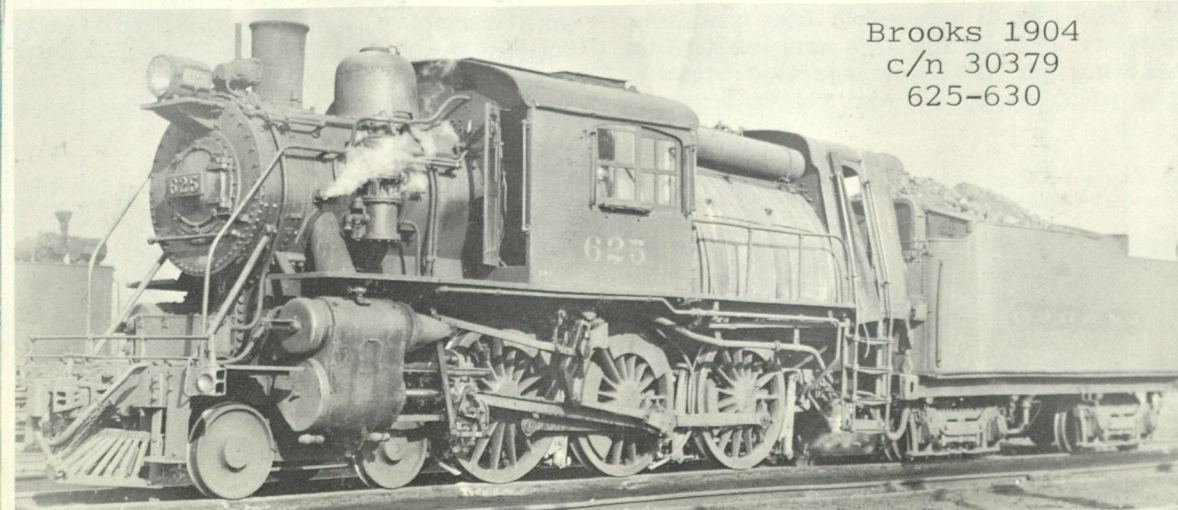
600-624 c/n 26998 Brooks 1902



175-184 c/n 39448 Brooks 1906



Brooks 1904
c/n 30379
625-630



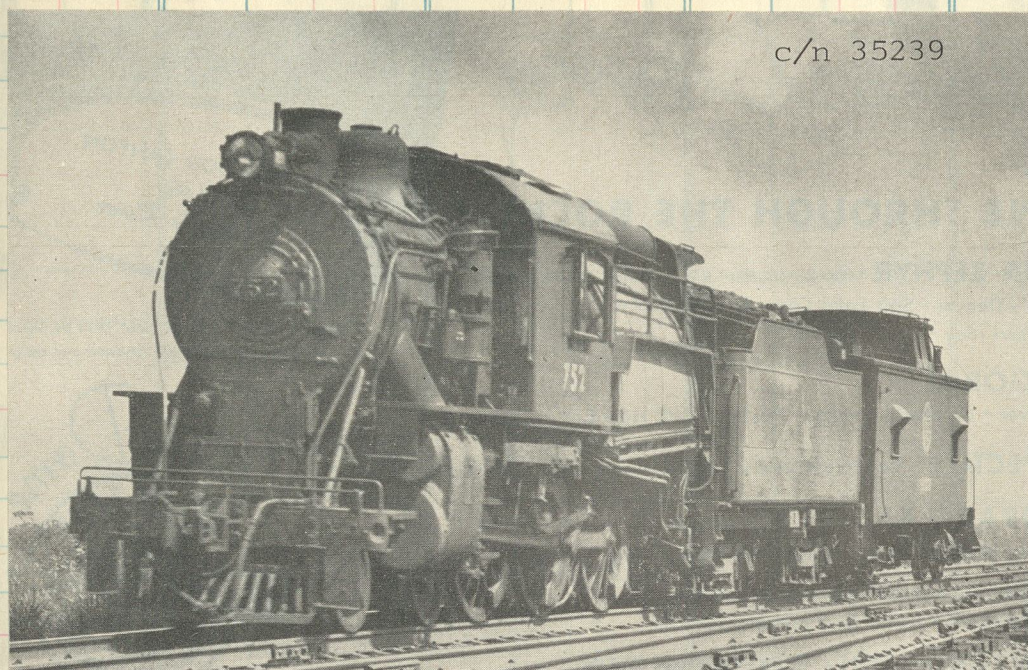
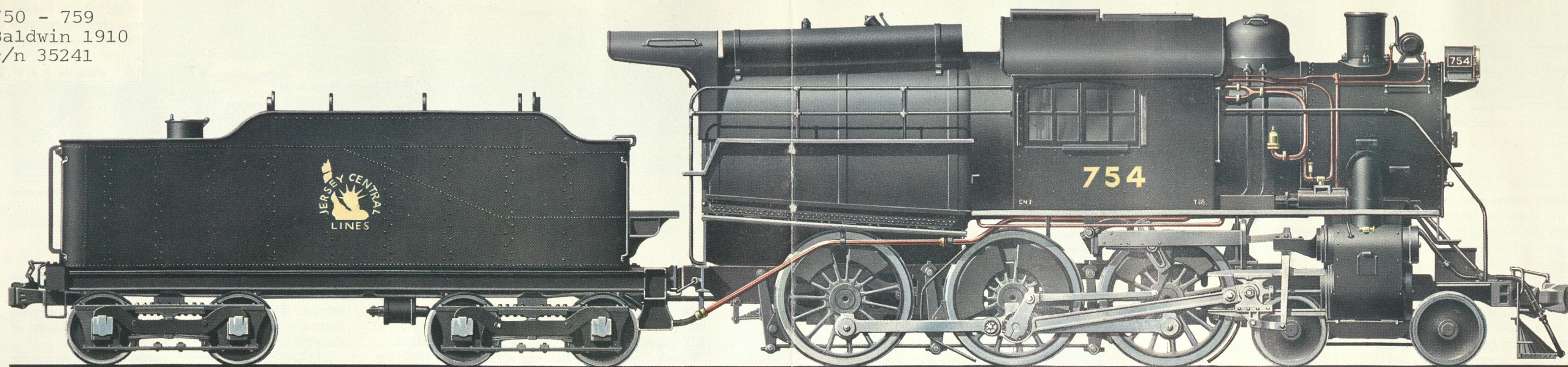
Thomas B. Annin

LOCOMOTIVE 625 OF THE CENTRAL RAILROAD OF NEW JERSEY
Built at the Brooks Works in 1904, this locomotive had cylinders 20 by 26 inches, drivers 69 inches, boiler pressure 210 pounds, weight 186,100 pounds, traffic force 26,904 pounds.

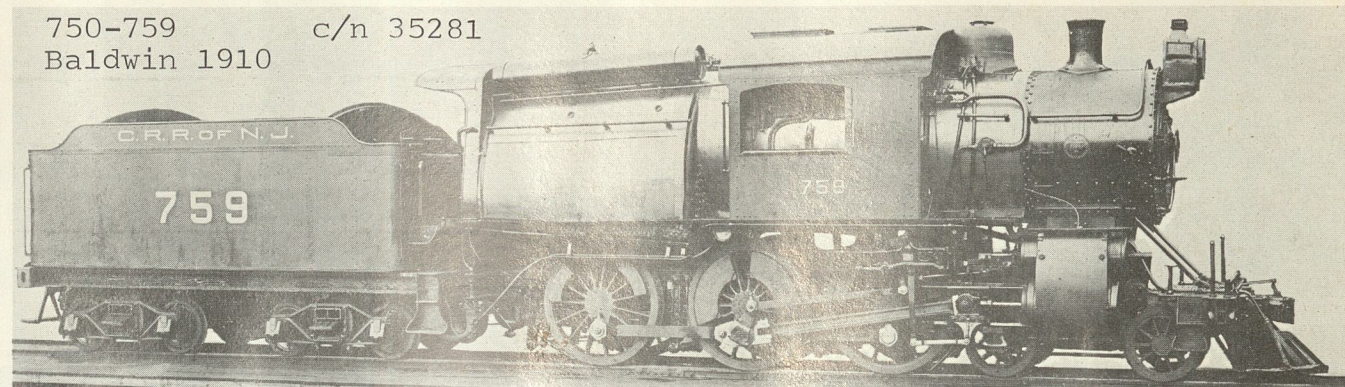
750 - 759
Baldwin 1910
c/n 35241

Class No. Sold

Amount



c/n 35239



750-759
Baldwin 1910
c/n 35281

Collection of H. L. Broadbelt.



Passing Communipaw enroute to Broad St Newark



Some seventy C.N.J. trains a day, all steam powered, departed the Jersey City terminal.



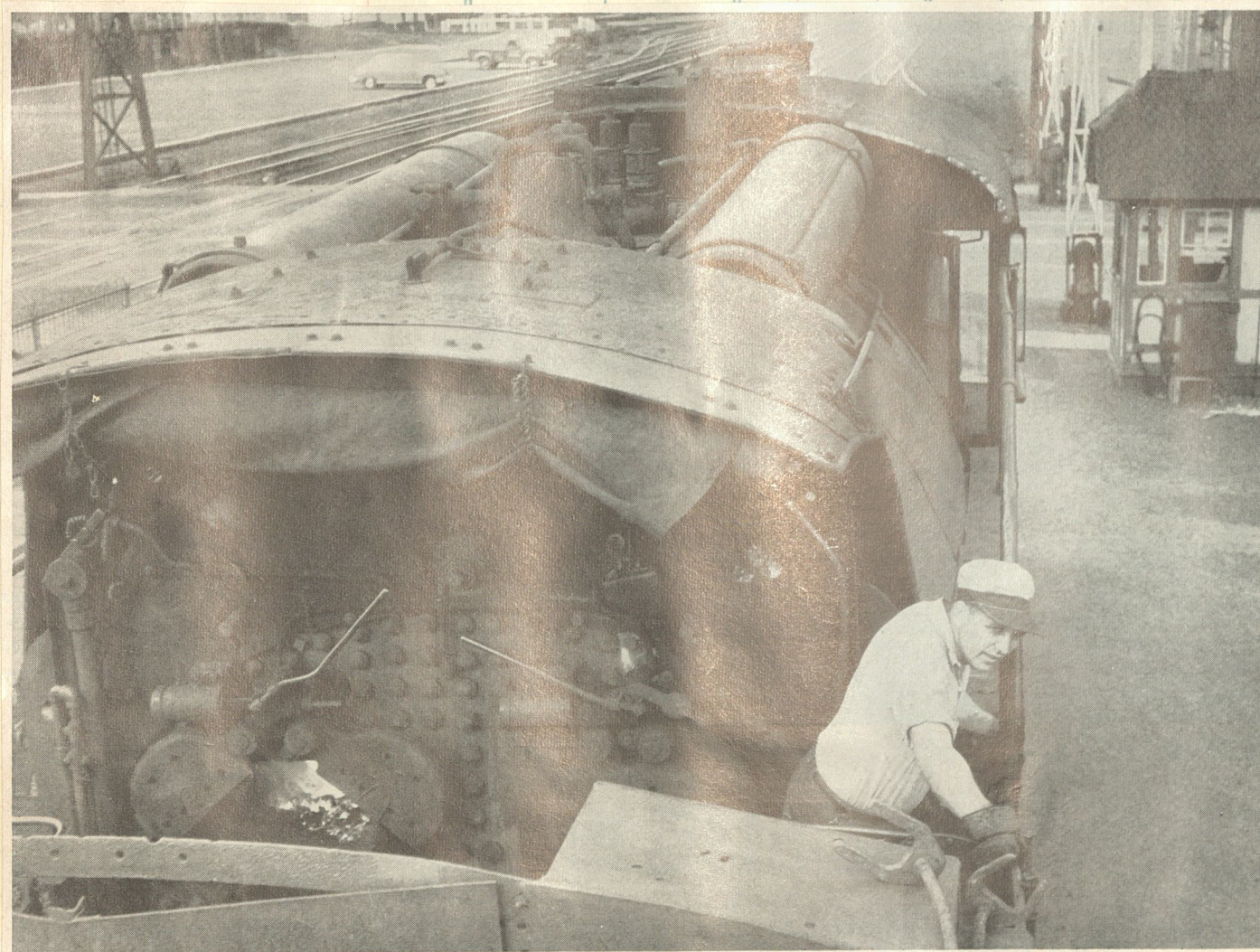
Jersey Central train from Freehold, with Camelback No. 753, crosses trestle on the way to Matawan, N.J., March 14, 1953.



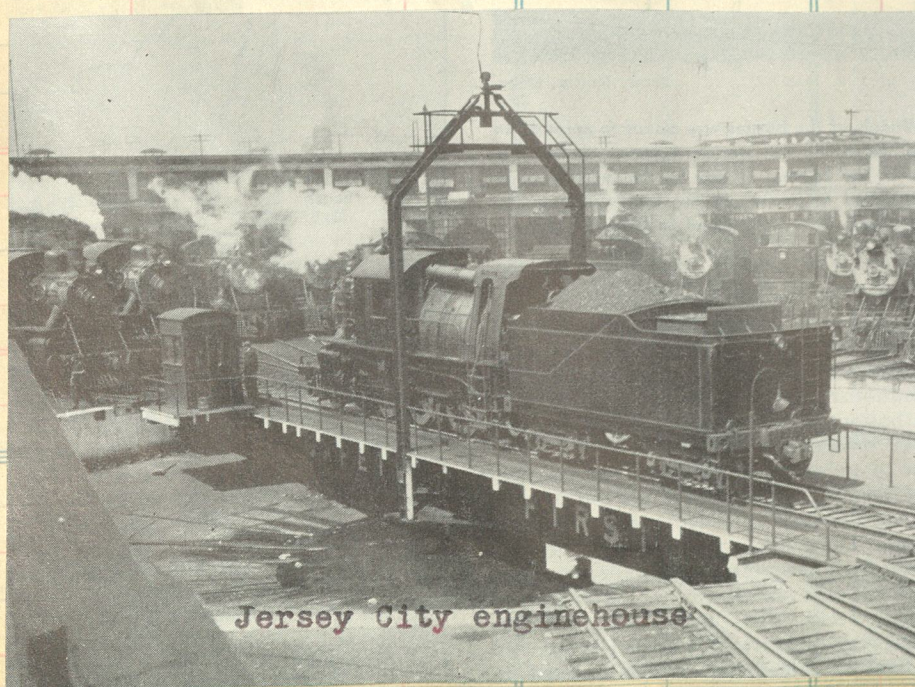
c/n 35244



CNJ Mother Hubbard 4-6-0 760 leaves Elizabeth with a Raritan local on March 29, 1936.



CAMELBACK Fireman Frank Ballinger looks back from Jersey Central 4-6-0 No. 754 at Dunellen, N. J., on a May 1953 run shortly before center-cab locomotives vanish from service.



Jersey City enginehouse

760-769
L-7s

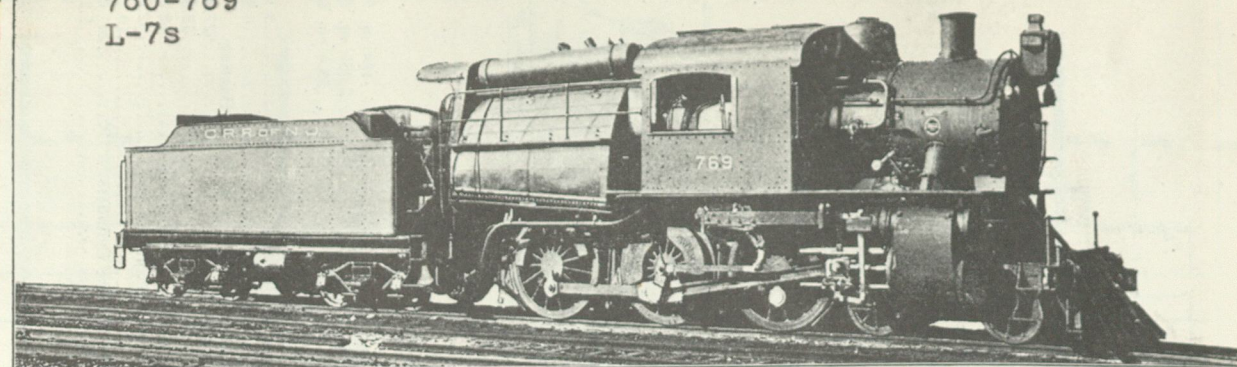


Fig. 125—Ten-Wheel (4-6-0) Locomotive for Freight Service. Built for Central Railroad of New Jersey by the Baldwin Locomotive Works. 1912

Gage.....	4 ft. 8 1/2 in.	Heating Surface, Tubes.....	2,095 sq. ft.
Cylinders.....	23 in. x 28 in.	Heating Surface, Firebox.....	209 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Total.....	2,304 sq. ft.
Diam. of Drivers.....	69 in.	Grate Area.....	81.6 sq. ft.
Tractive Effort.....	36,450 lbs.	Weight on Drivers.....	166,000 lbs.
Rigid Wheel Base.....	13 ft. 6 in.	Weight, Total.....	217,500 lbs.
Total Wheel Base.....	25 ft. 2 in.	Fuel.....	Fine Anthracite coal

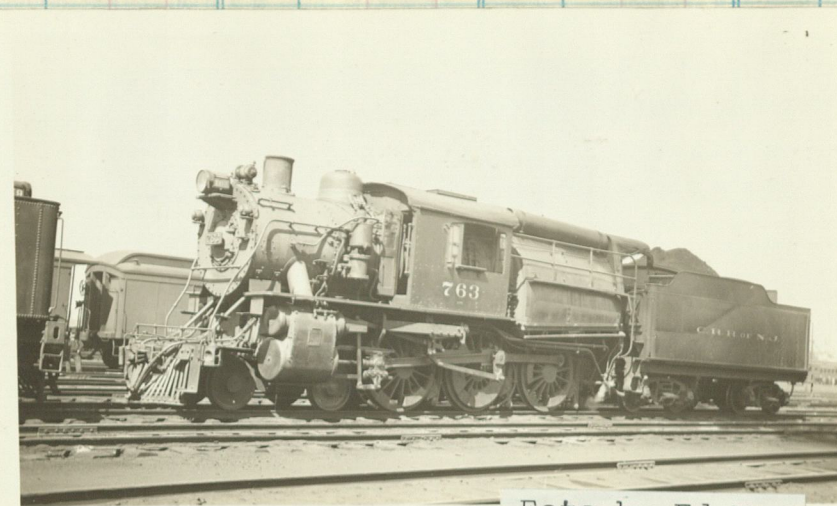
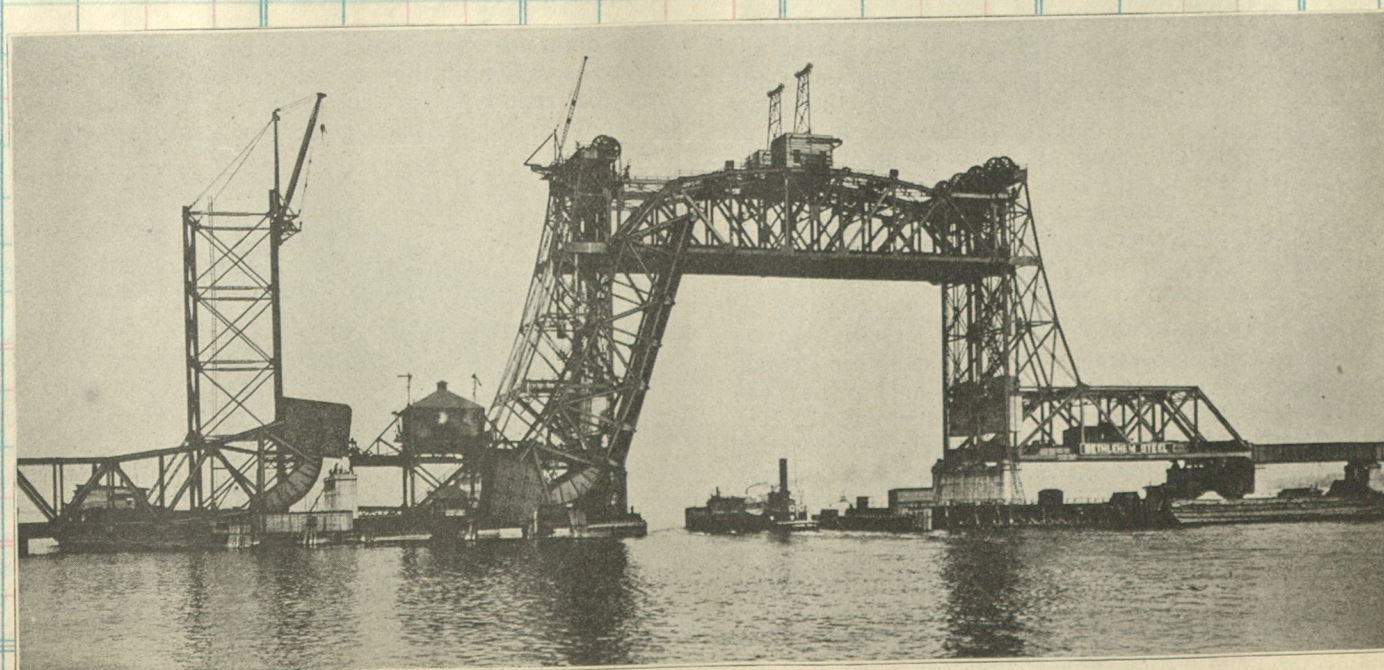
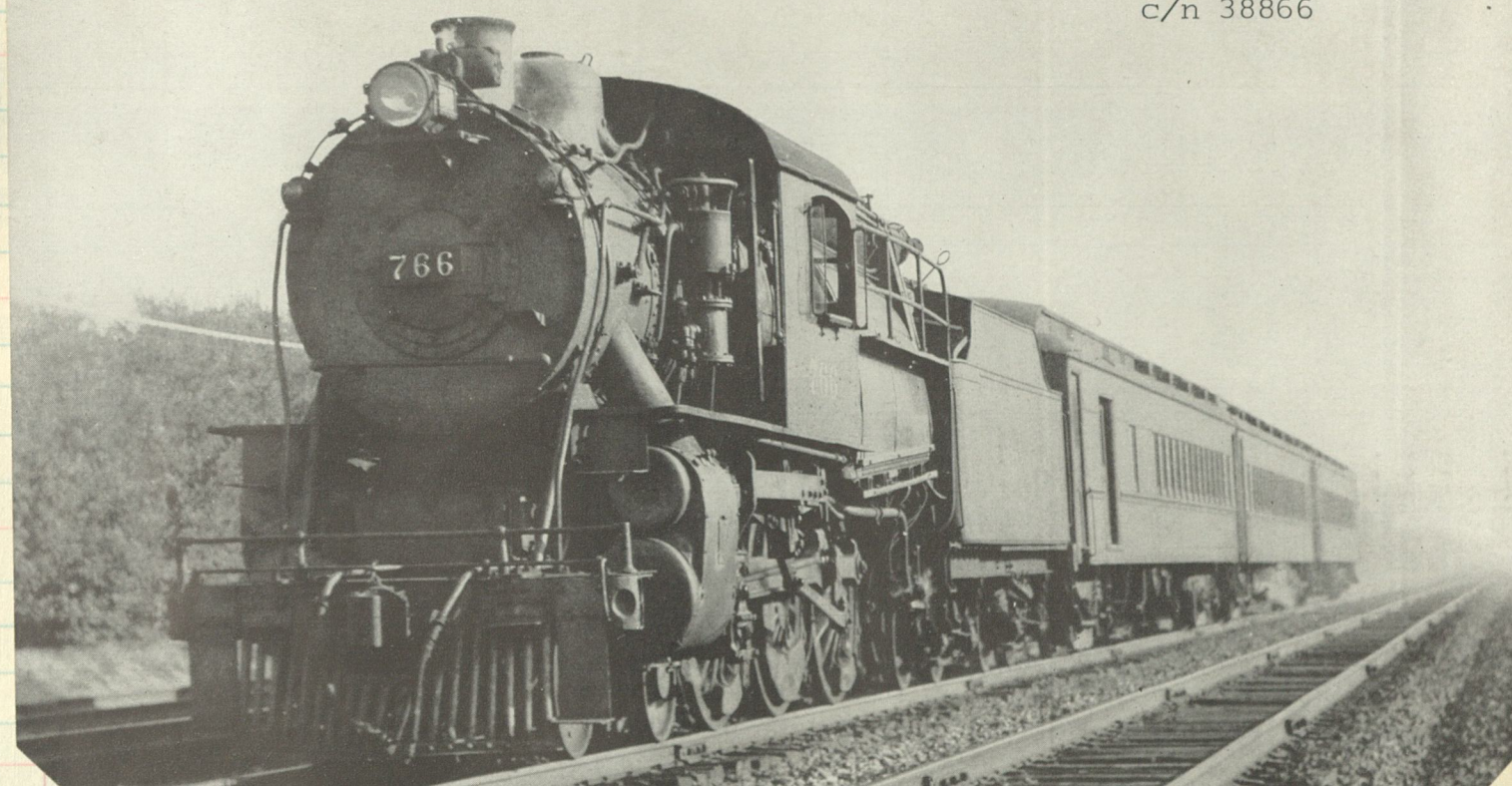
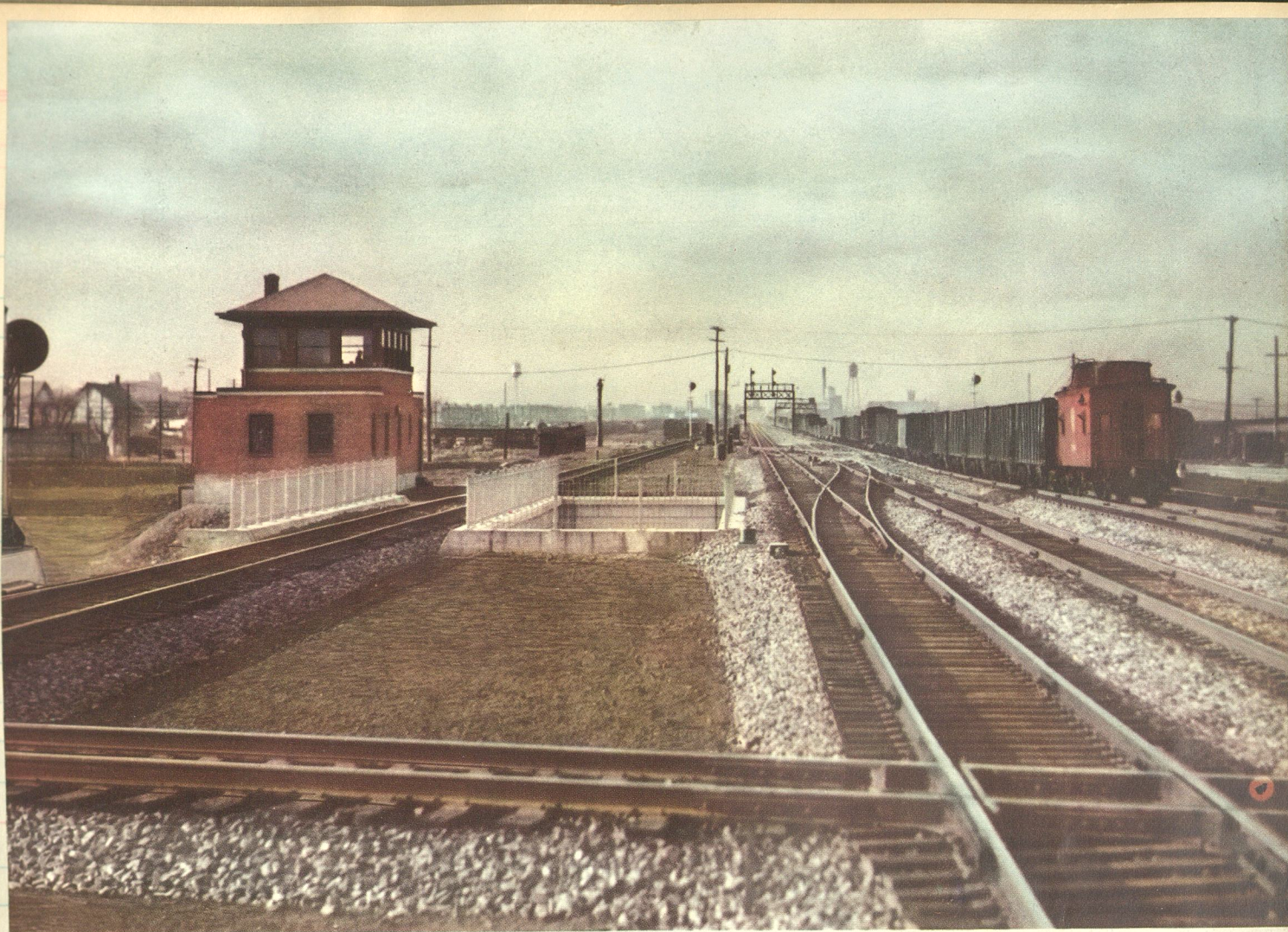


Foto by Ed May

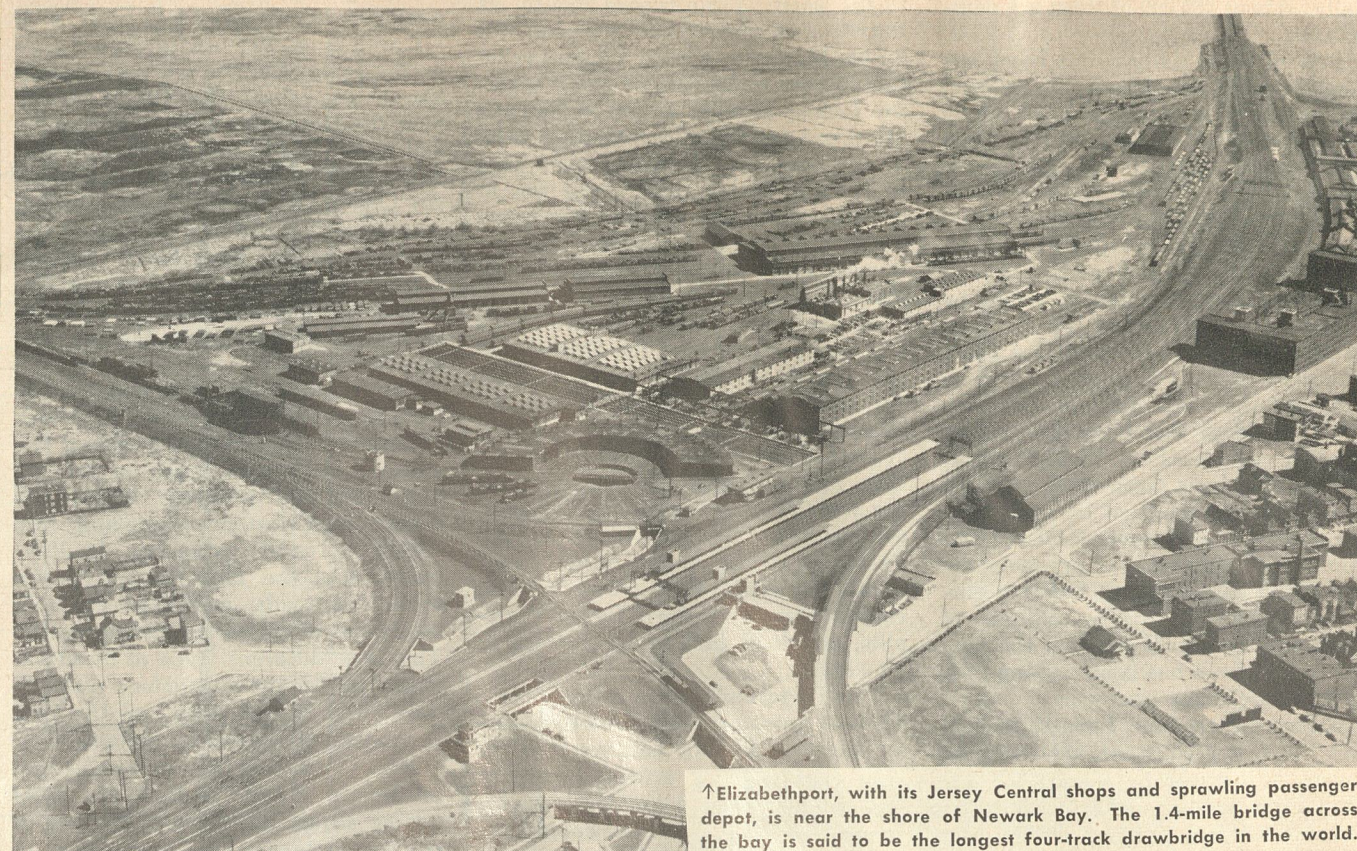
The 766, one of the L-7s 4-6-0's (760-769), comes down the main with a typical passenger job near Cranford, N. J. Baldwin constructed the L-7s in 1912 with 23x28 cyls, 69" drivers & T F of 38,318 lbs. c/n 38866



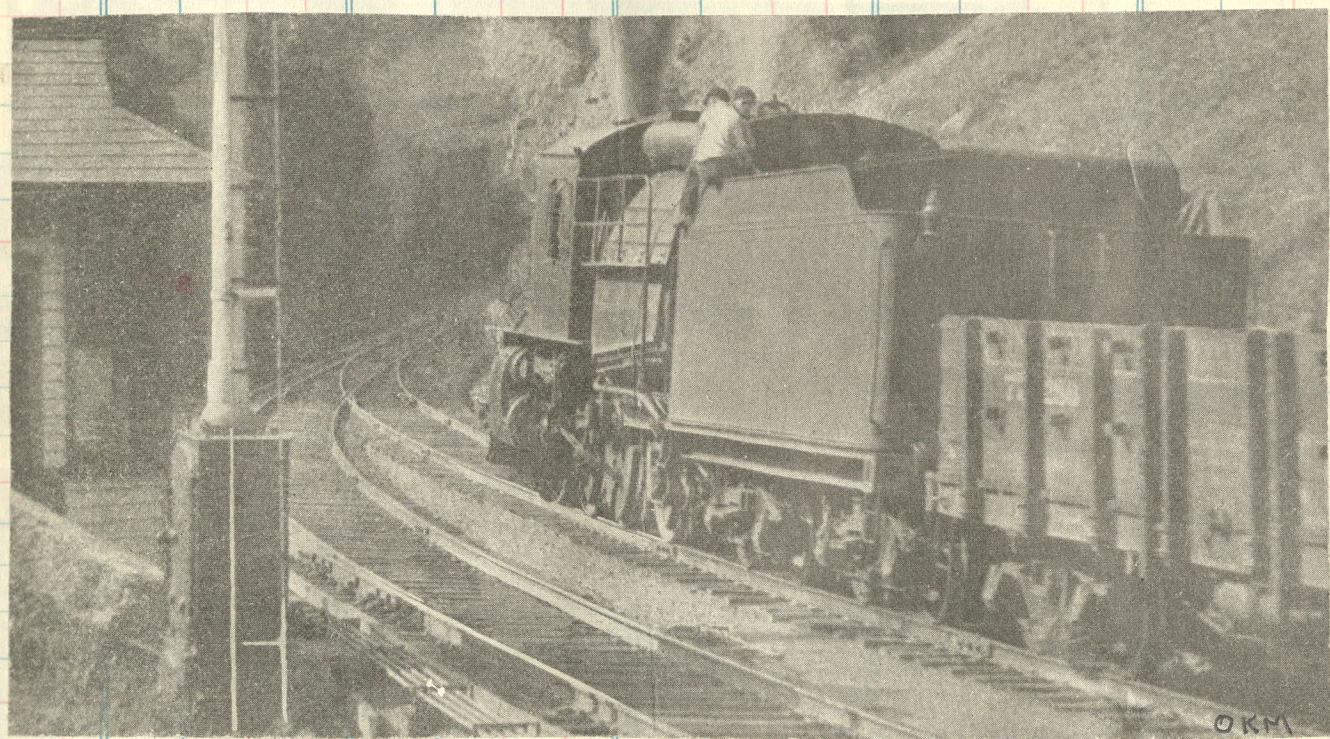
Lift Span 305 Ft. in Raised Position. Two Scherzer Rolling Spans in Foreground. Newark Bay Bridge, Central R. R. of New Jersey.



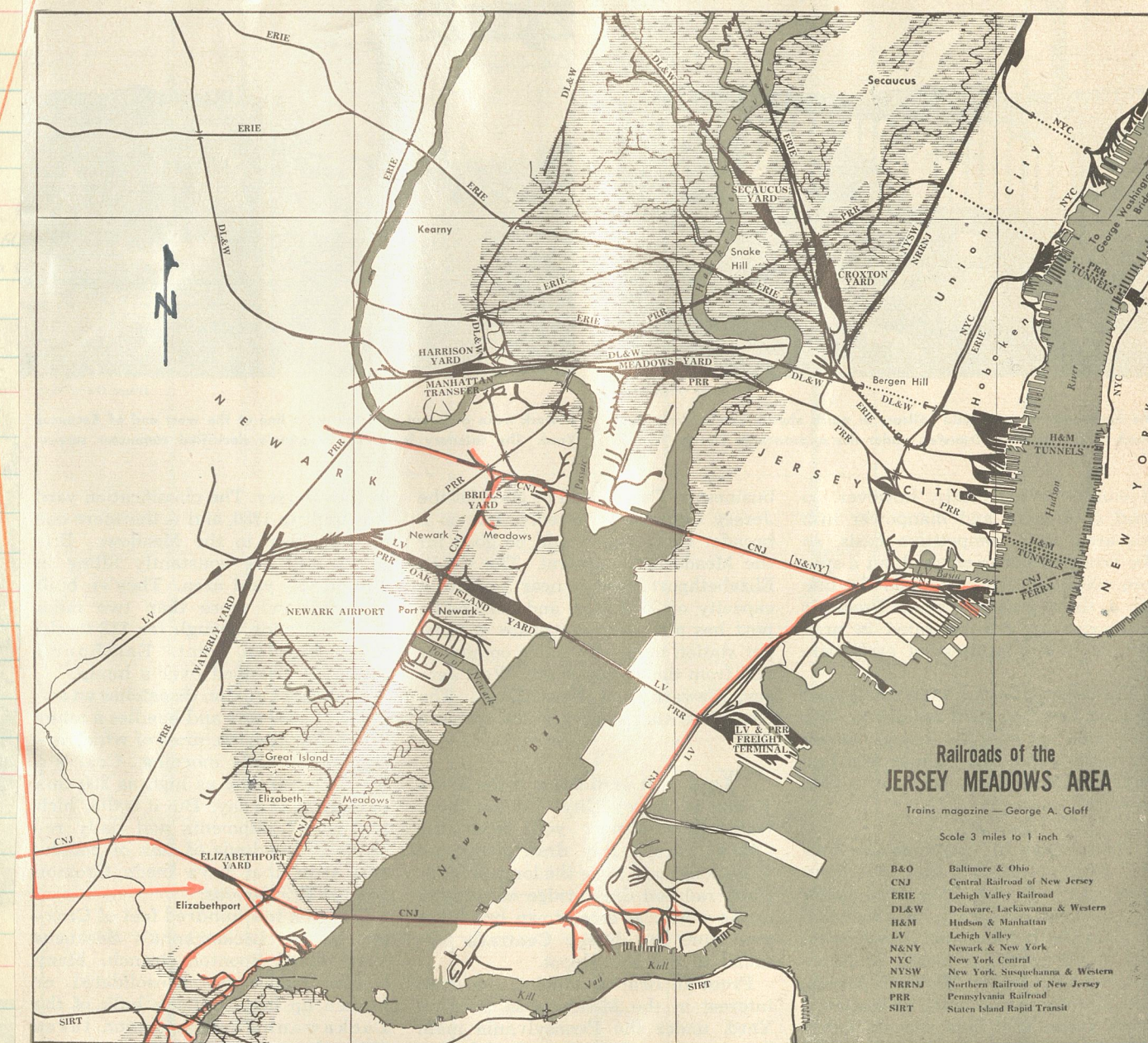
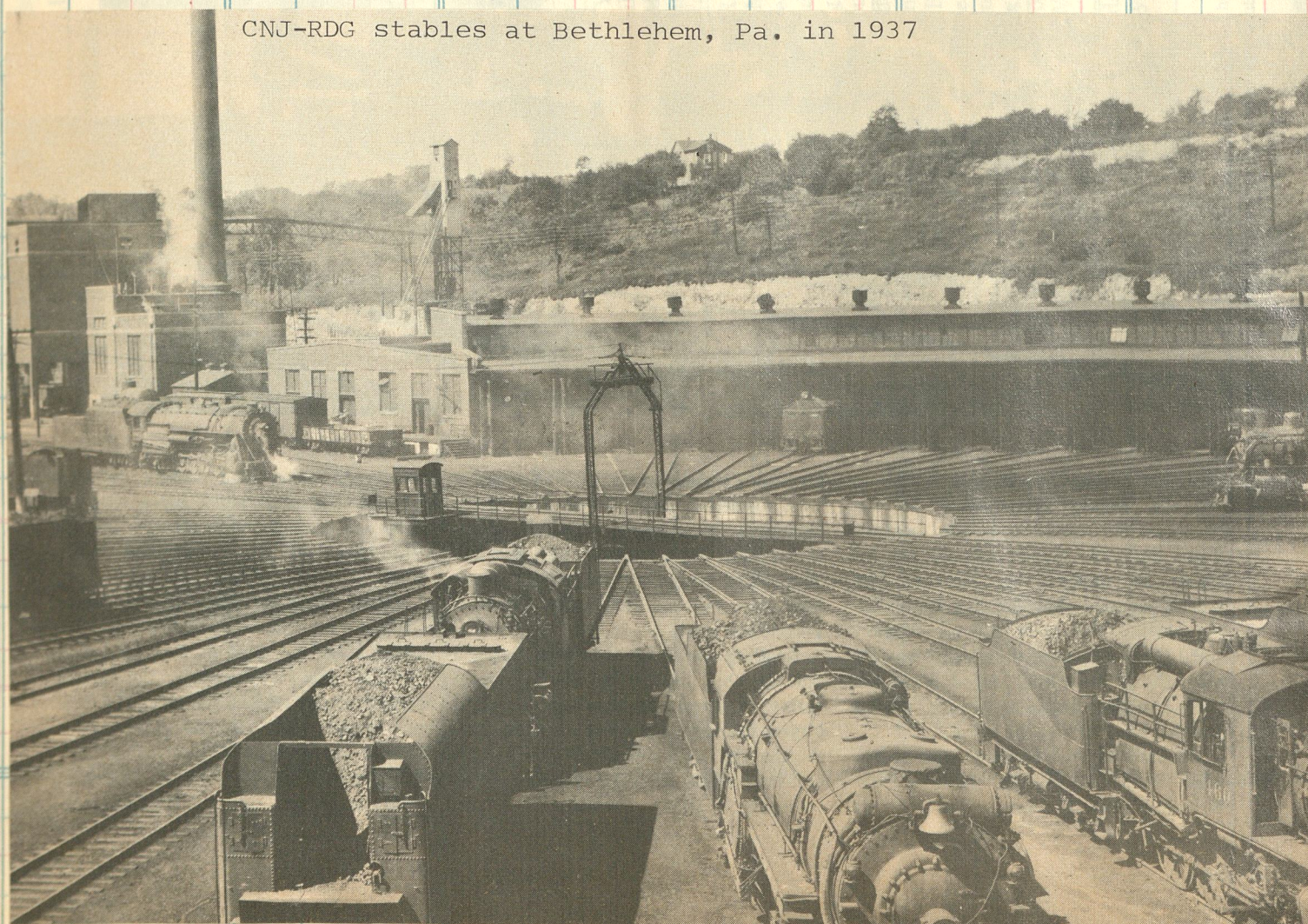
Looking west from Westbound Home Signal Bridge, Elizabethport, N. J., C. R. R. of N. J.



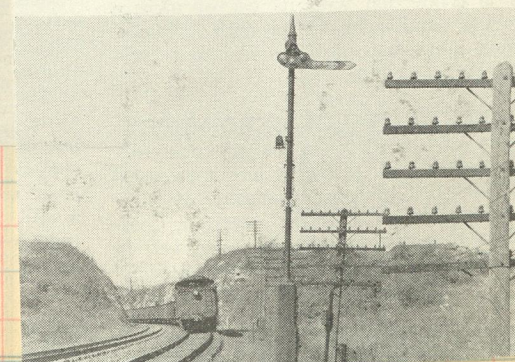
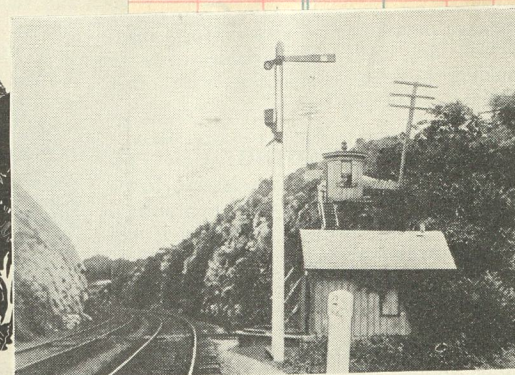
↑Elizabethport, with its Jersey Central shops and sprawling passenger depot, is near the shore of Newark Bay. The 1.4-mile bridge across the bay is said to be the longest four-track drawbridge in the world.



CNJ-RDG stables at Bethlehem, Pa. in 1937

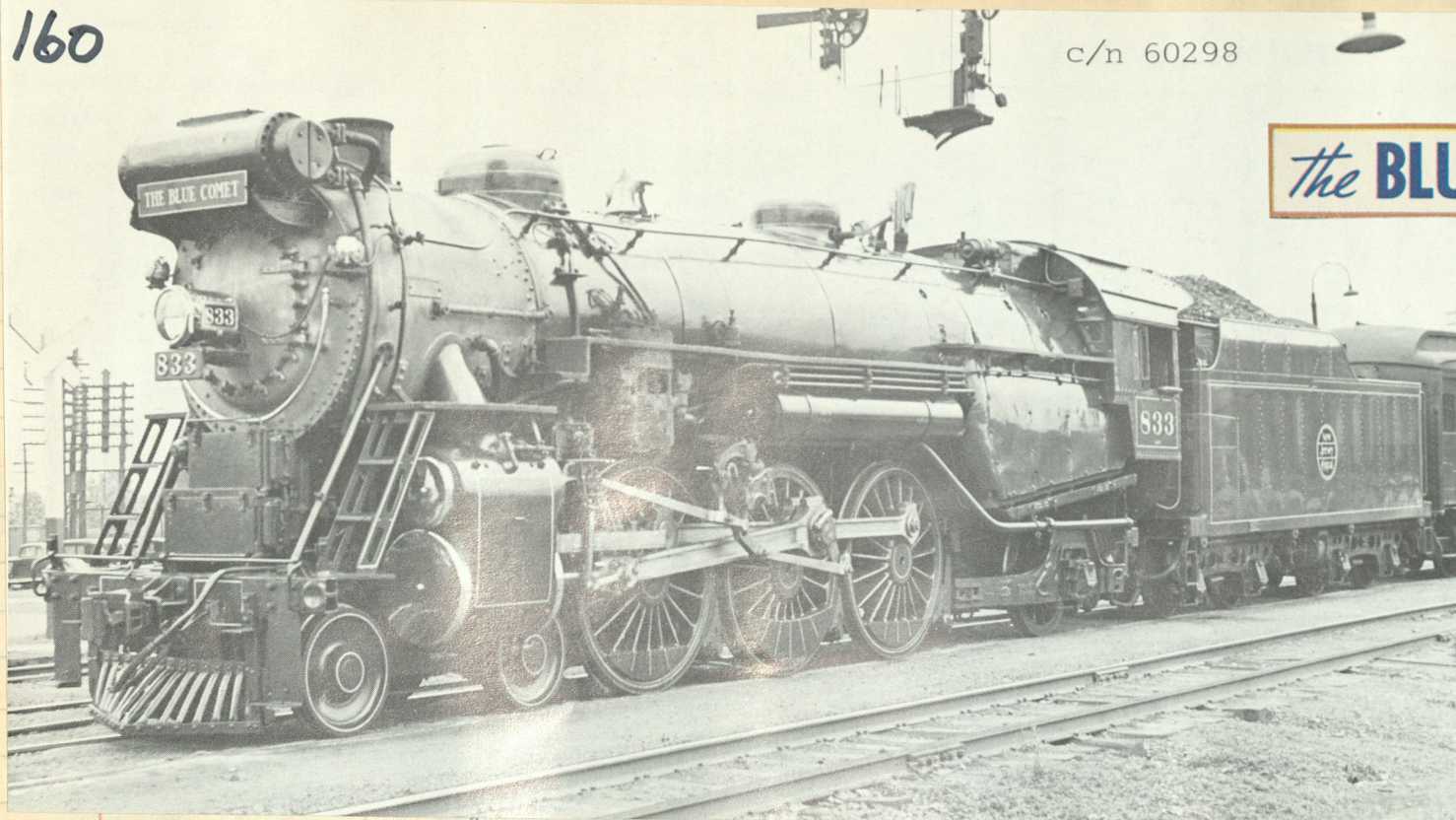


No list of "famous firsts" in railroad history could be complete without this 1893 picture. It shows the first low voltage, motor operated automatic semaphore signal ever used on any railroad in the world. Its inventor, Mr. J. W. Lattig received the medal of The Franklin Institute for a major contribution to the increased safety and speed of railroad service.

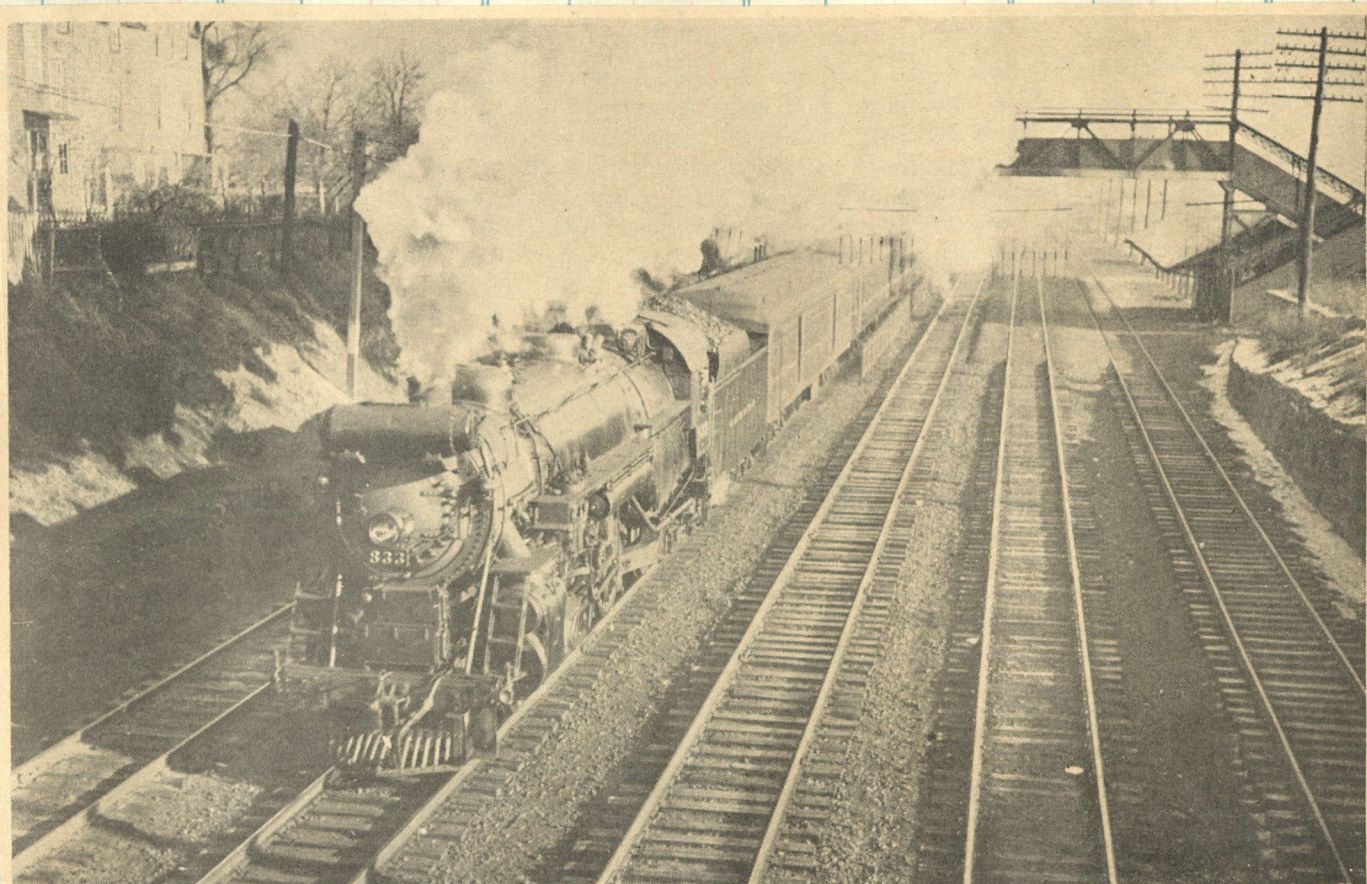


the **BLUE COMET**

The Comet, installed on the Jersey City-Atlantic City run in 1929, was the forerunner of the all-coach streamliner; its consist included individual-seat cars, a lounge, and a popular-price diner.

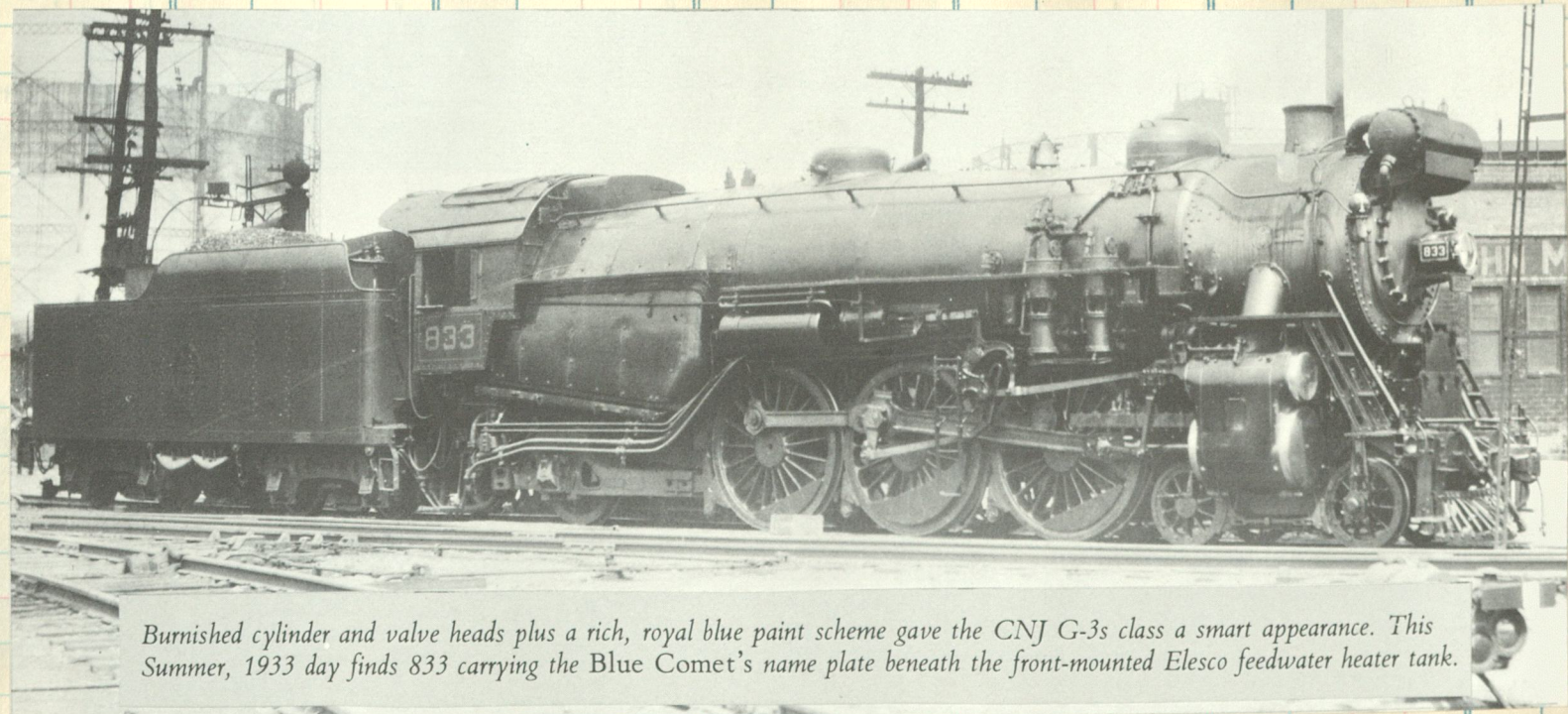


CNJ: Collection of Don Wood.



Frank Quin

CENTRAL RAILROAD OF NEW JERSEY ENGINE 833 WESTBOUND THROUGH BAYONNE, N. J., WITH THE "HARRISBURG SPECIAL"



Burnished cylinder and valve heads plus a rich, royal blue paint scheme gave the CNJ G-3s class a smart appearance. This Summer, 1933 day finds 833 carrying the Blue Comet's name plate beneath the front-mounted Elesco feedwater heater tank.



The "Harrisburg Special" glides along the Lehigh Canal near Freemansburg, Pa. behind the 834 in the depression year 1932.

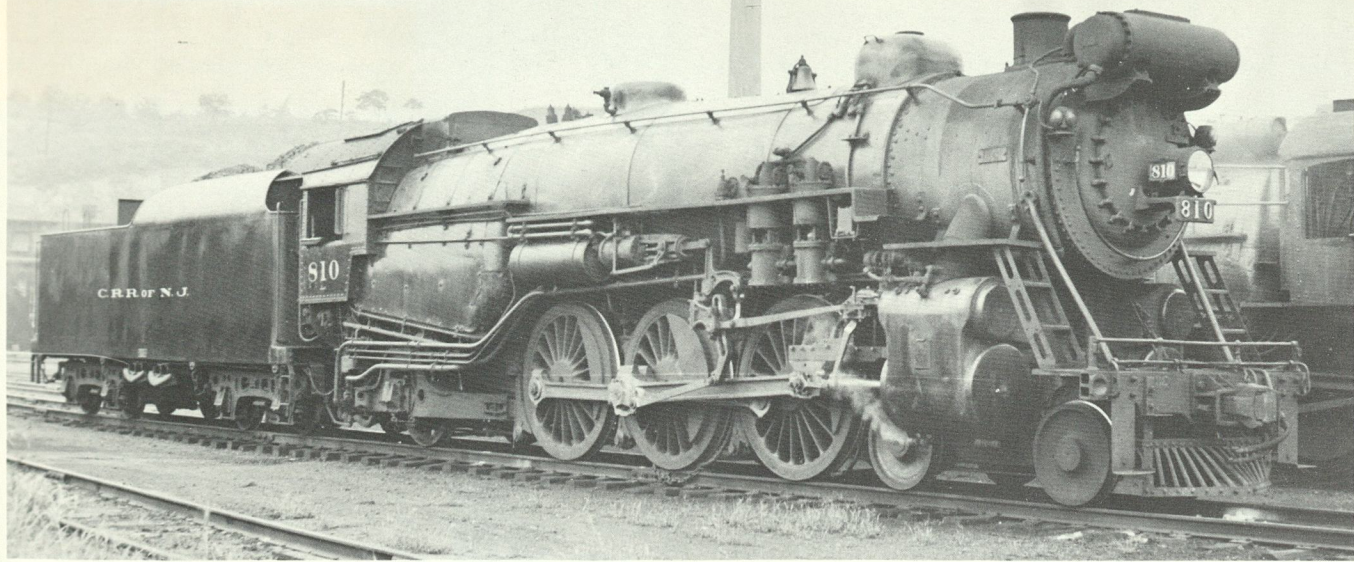


Frank Quin

NEW JERSEY CENTRAL'S ENGINE 832 HAULING "BLUE COMET"

c/n 61507

Clos. No.



G4s (later P52) 810-814 26x28cyl 240BP 74"DR 52,180TF 333.830wgt Baldwin, 1930

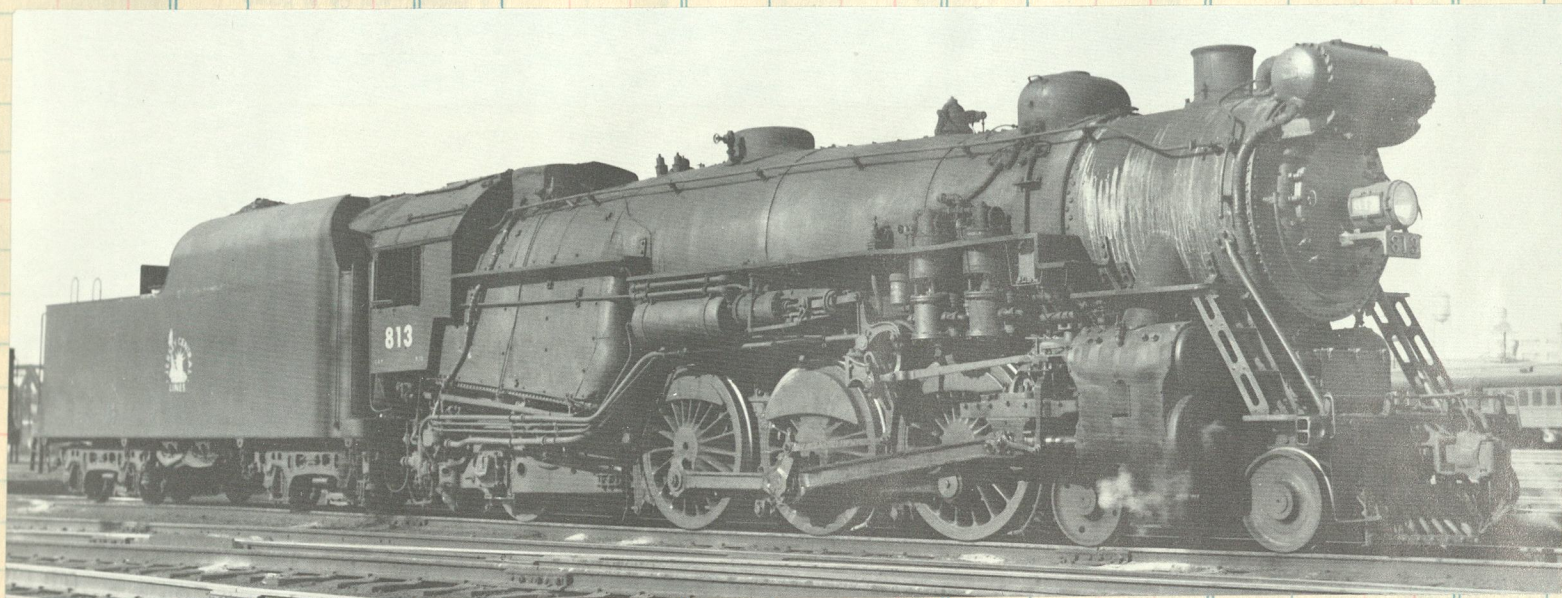
George E. Votava

The 812 with a R. & L.H.S. special
at West Milton, Pa. Apr 10, 1938

161

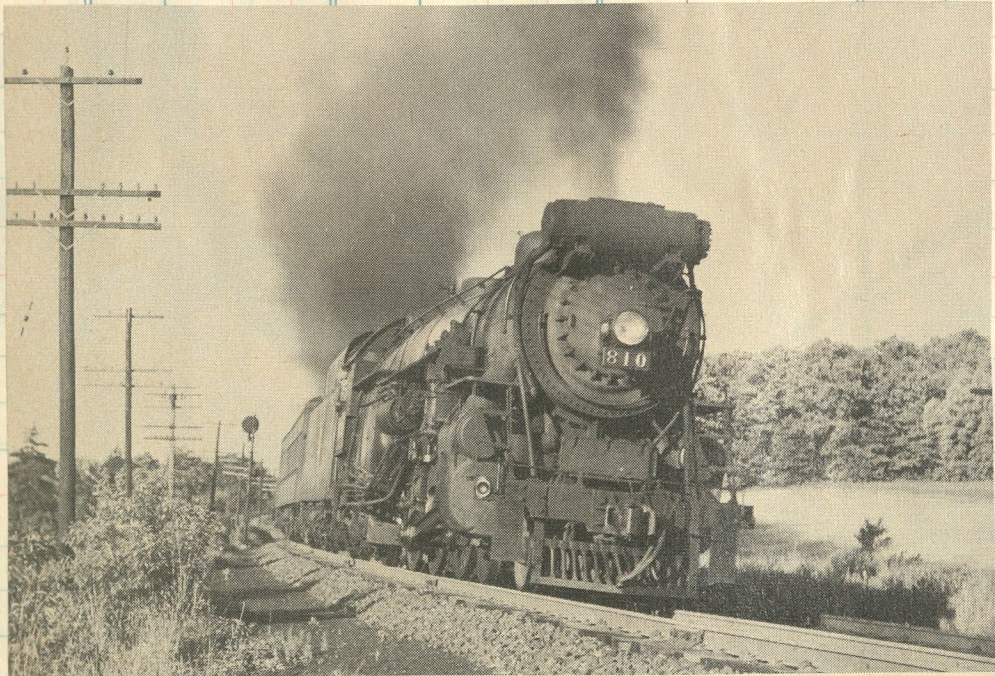
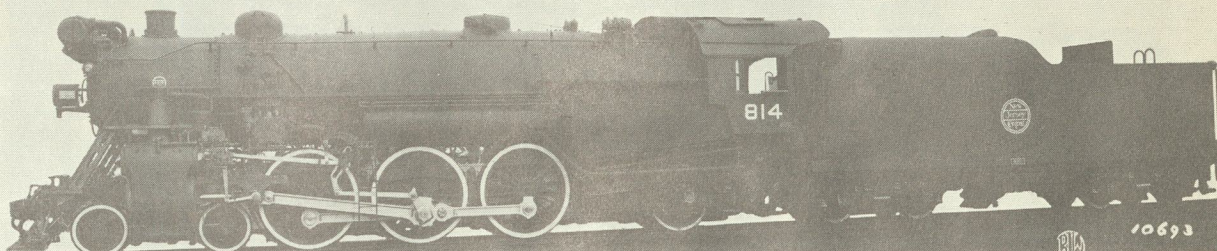


at Clos. No. Sold Amount



Trn 104 drifts into Elizabethport

The last engine rec'd by the N.J.C. Baldwin 1930 c/n 61515



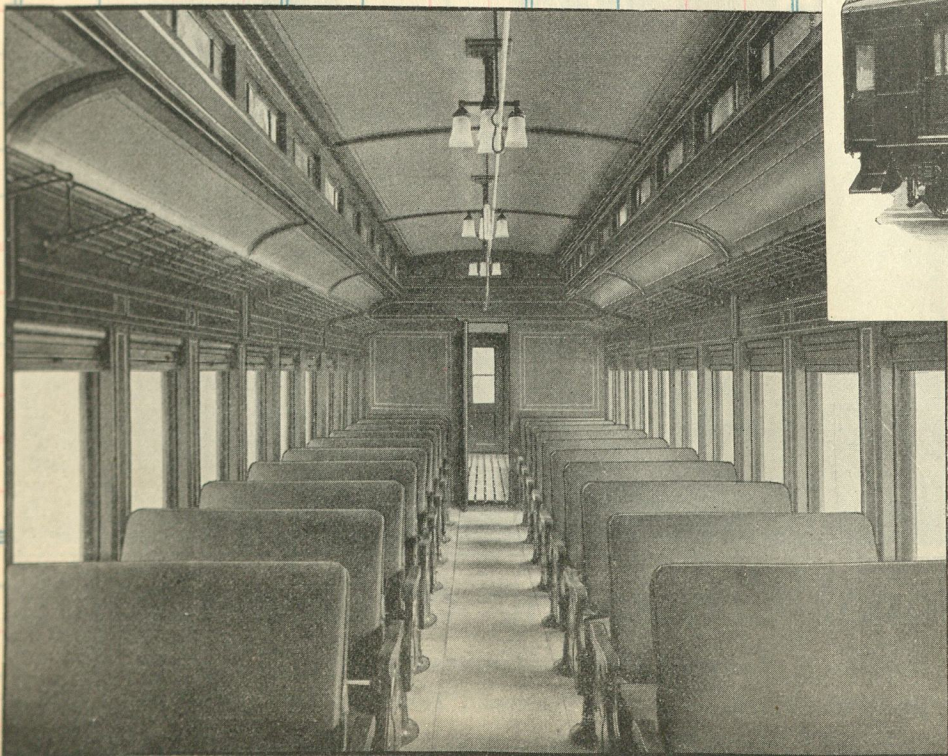
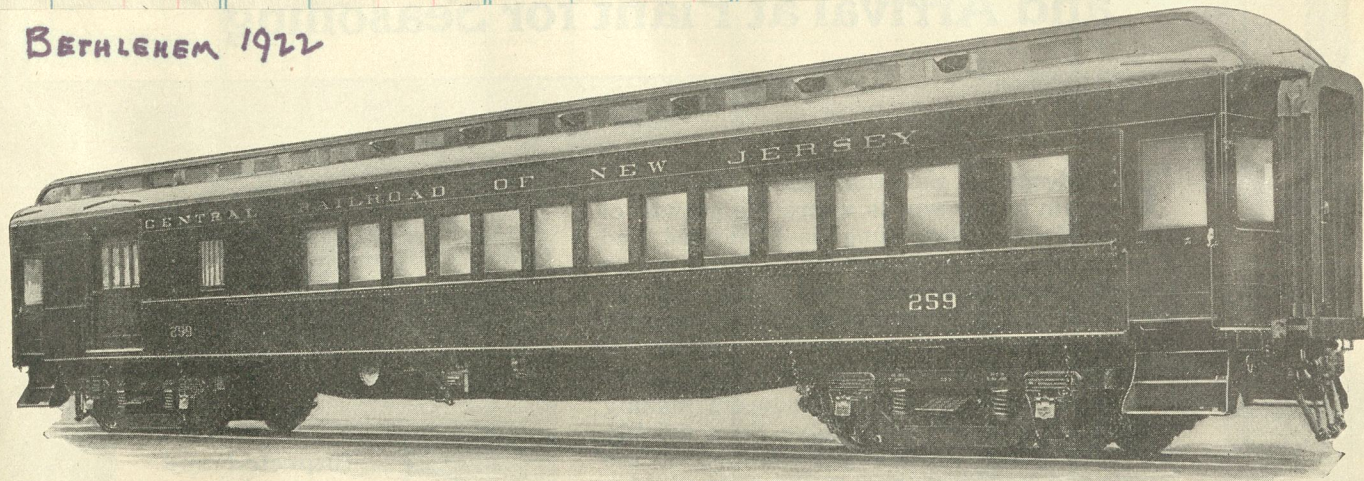
One of CNJ's mighty P52 Pacifics rounds a bend on Reading's Bethlehem branch.

Pioneer Deluxe Coach Train To Cease Operation

The "Blue Comet," considered one of the first passenger trains in the country to provide luxury accommodations at standard coach fares, will cease operation on September 28, when timetables change from daylight saving to eastern standard time, by permission of the New Jersey Board of Public Utility Commissioners. Operated between Jersey City, N. J., and Atlantic City by the Central of New Jersey since February, 1929, the Blue Comet has suffered a progressive traffic decline since 1930, due principally to bus and private automobile competition.

The Central—which is in trusteeship—applied to the board for permission to discontinue the train on October 11, 1939, which request was denied. At that time the board suggested various measures by which it was hoped the volume of business on the train might be increased. The road renewed its petition this year, which the board granted. Total passengers carried on the train declined from a high of 56,746 in 1930 to 14,045 in 1940. 7/12/41

BETHLEHEM 1922



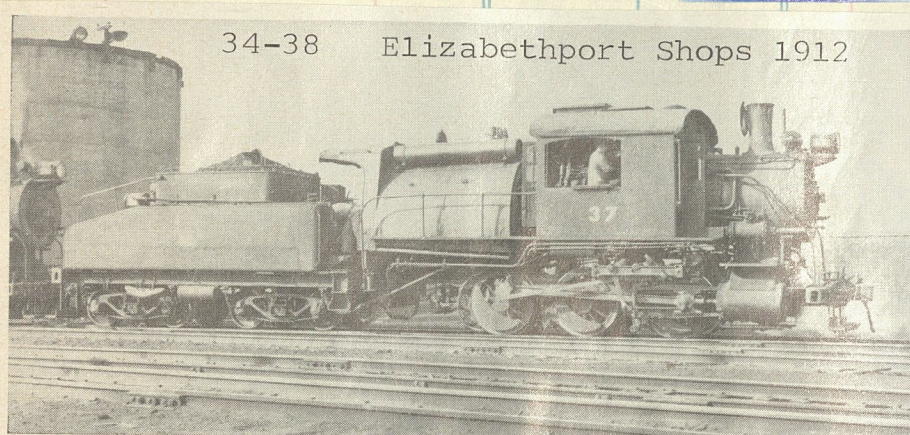
Garden at Allentown



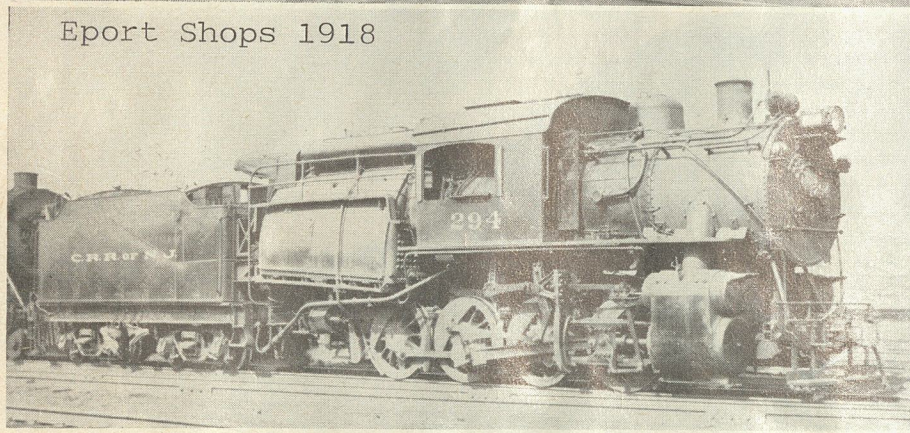
We're just little engines
And we don't cause a lot of fuss,
But we thought you ought to know
It's the little engines like us
That make the railroad go!



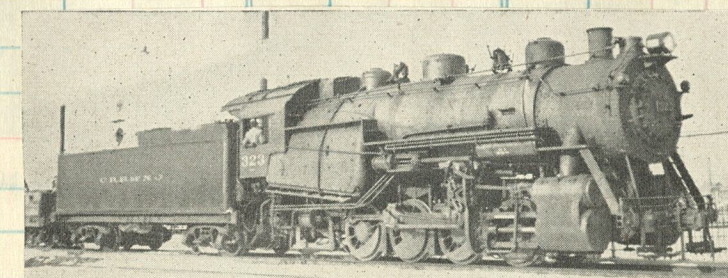
14-19
Brooks 1906
c/n 39060



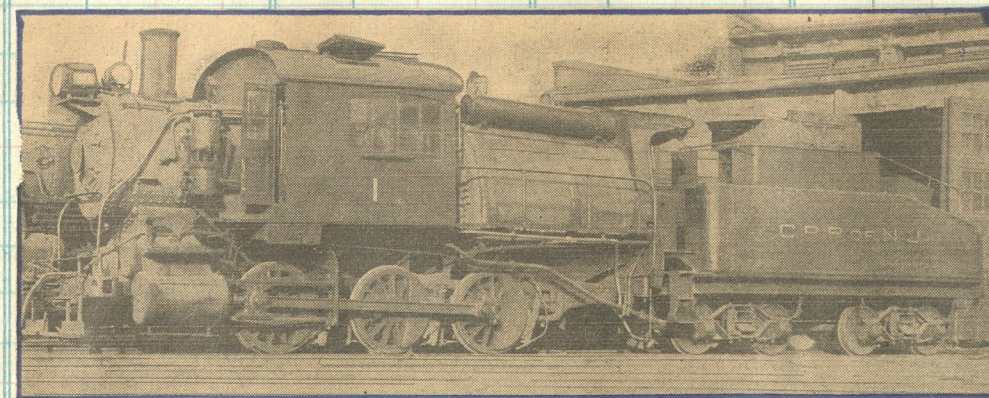
34-38 Elizabethport Shops 1912



Eport Shops 1918



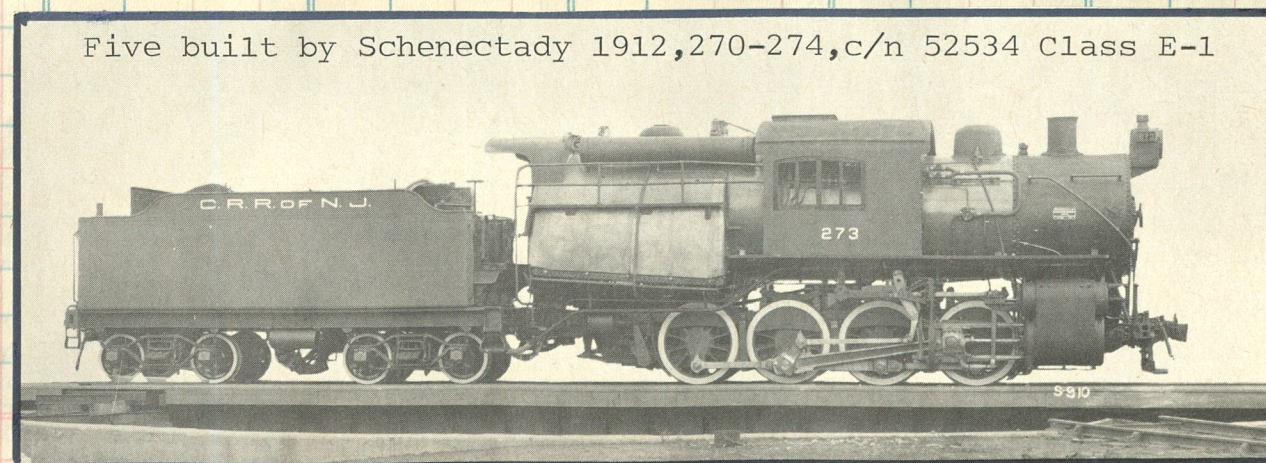
320-324 c/n 61505 Baldwin 1930
=====
840 c/n 29976 Baldwin 1907



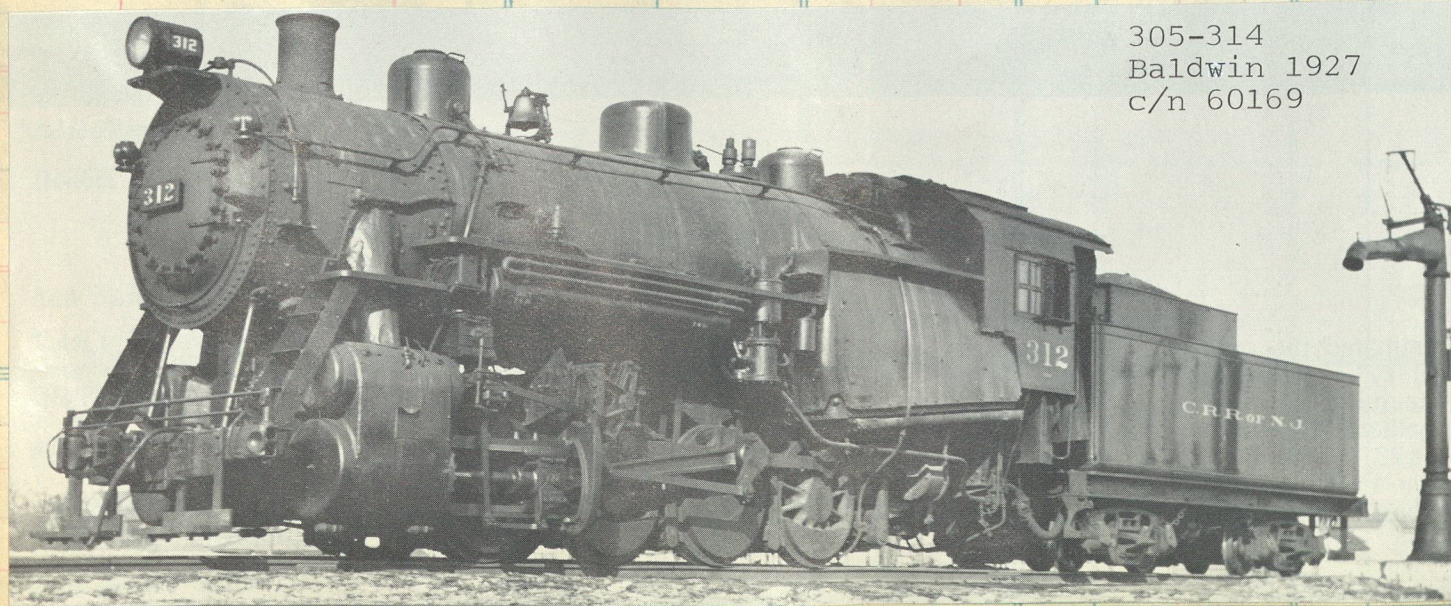
1 - 8
Brooks 1901
c/n 3898



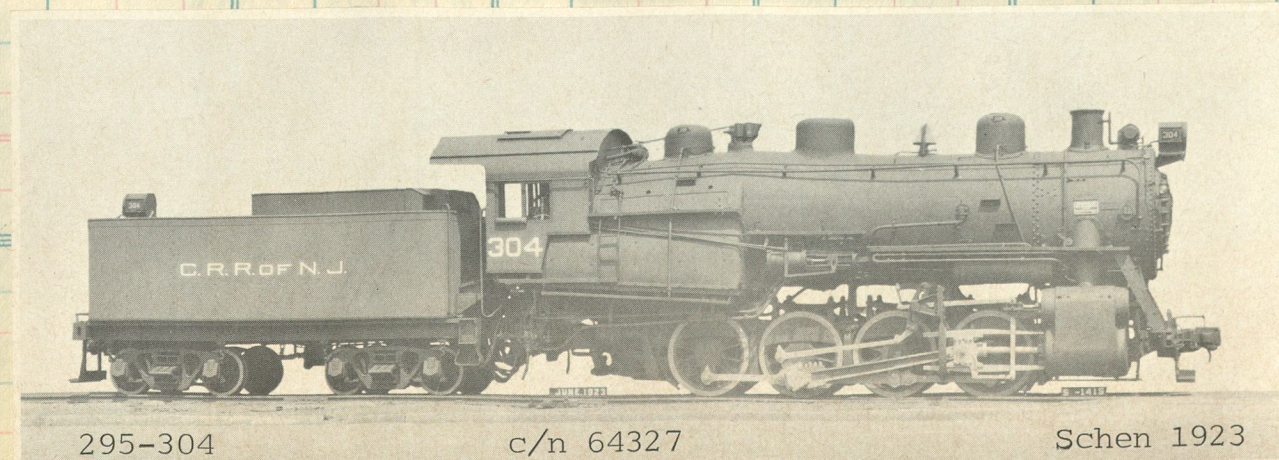
135-140
Baldwin 1918
c/n 48311



Five built by Schenectady 1912, 270-274, c/n 52534 Class E-1

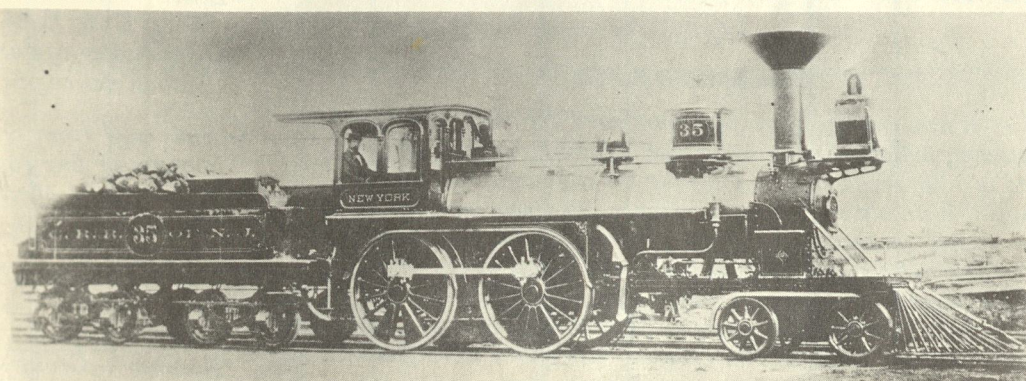
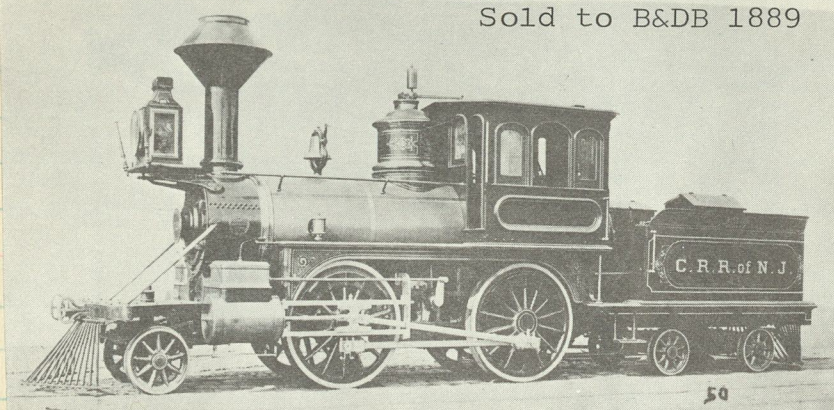


305-314
Baldwin 1927
c/n 60169



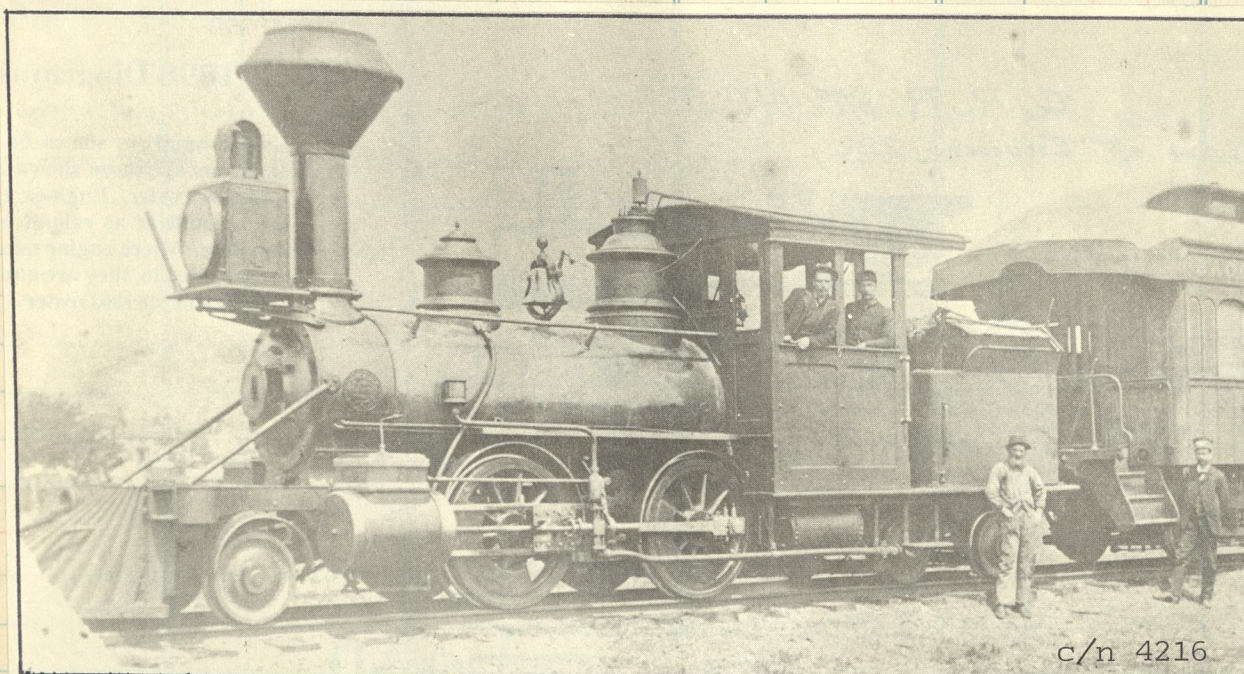
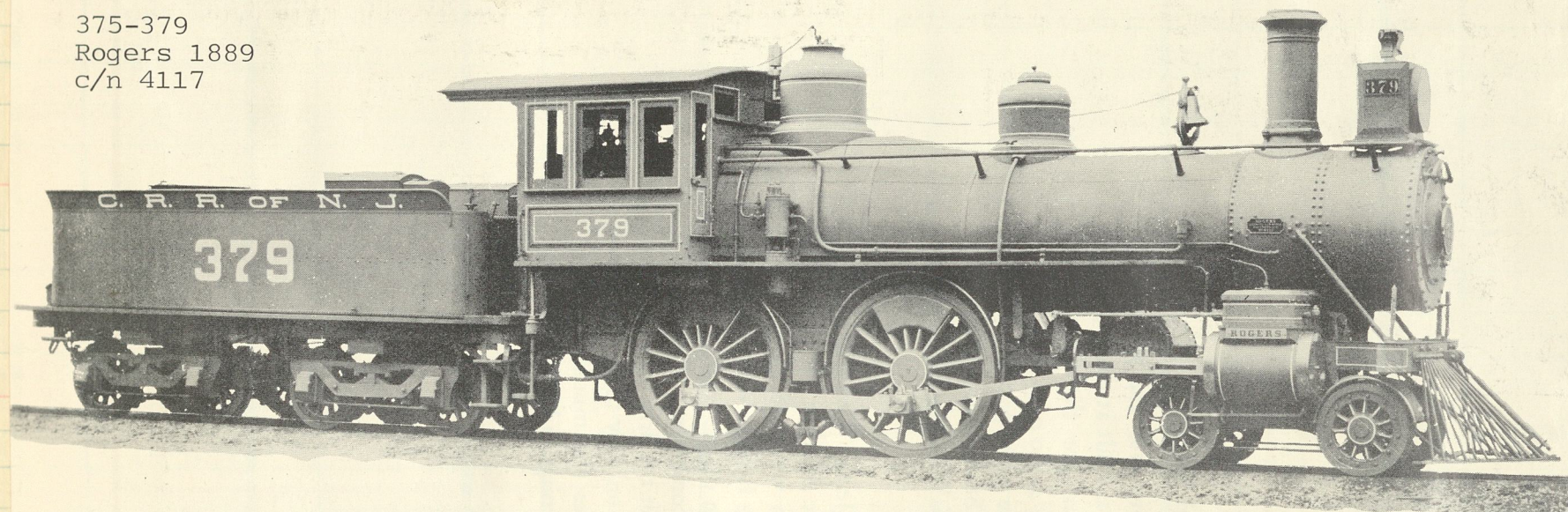
295-304 c/n 64327 Schen 1923

Clos. No. Sold #125 Baldwin 1871 c/n 2486
Sold to B&DB 1889



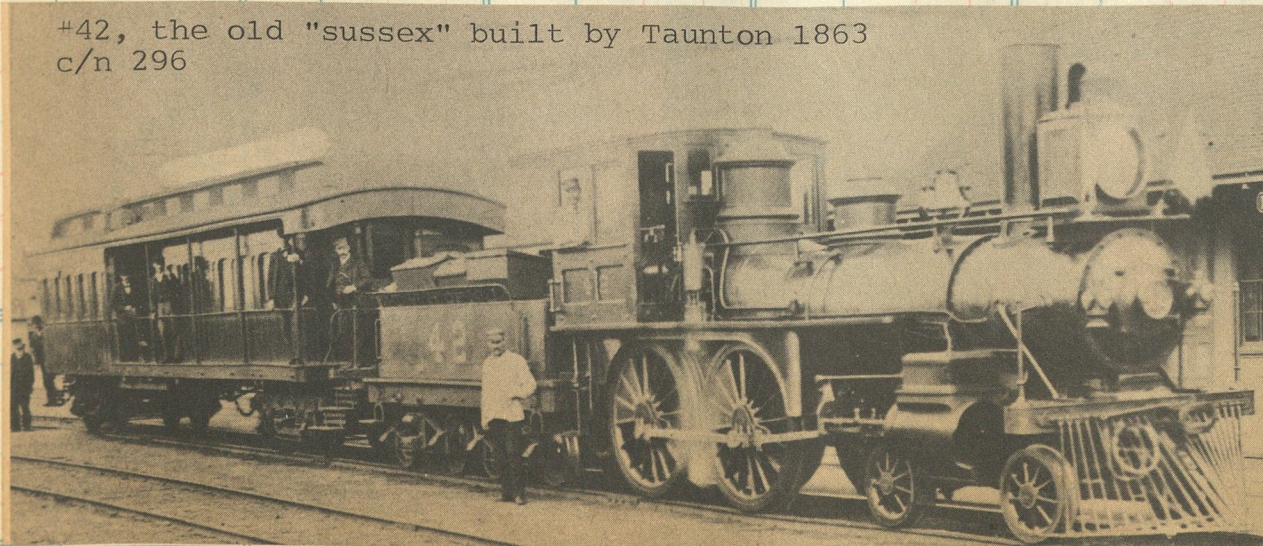
#35 "New York" c/n 90 Taunton 1852

375-379
Rogers 1889
c/n 4117

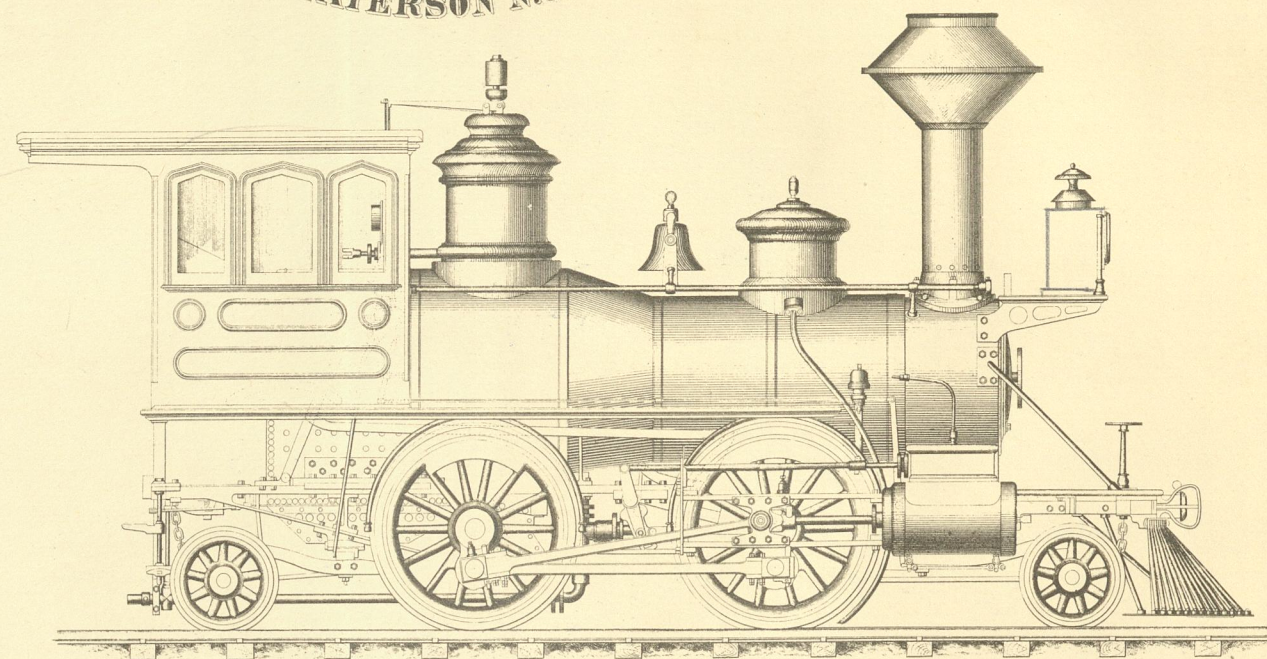
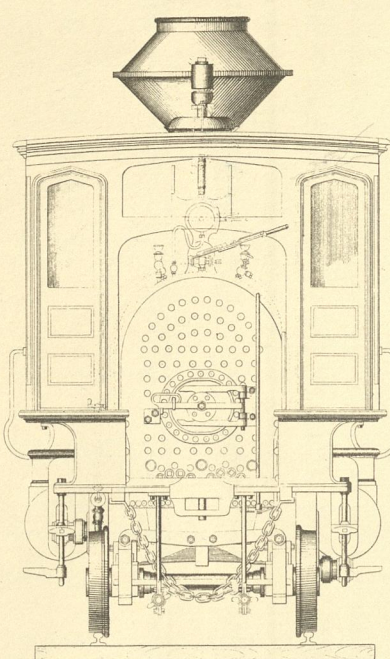


Freehold and New York R.R. No. 1, Baldwin 1877 became CNJ 500 in 1891. UNK

#42, the old "sussex" built by Taunton 1863
c/n 296

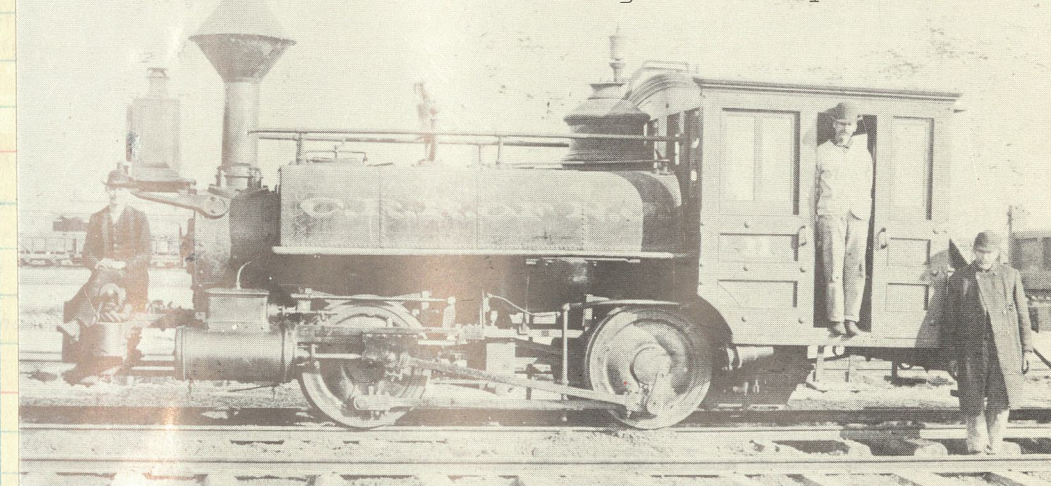


ANTHRACITE COAL BURNING LOCOMOTIVE
BUILT BY THE
GRANT LOCOMOTIVE WORKS
PATERSON N.J.

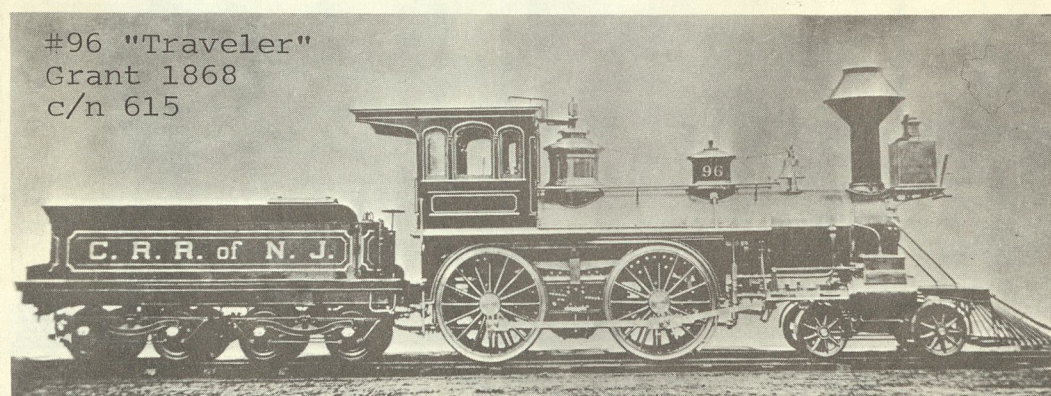


Five engines built by Grant in 1872 [c/n's 953-957] for local passenger service, noed 196-200

Org #91 "Gypsy" blt at Taunton 1867 c/n 403
First tank engine blt by Taunton

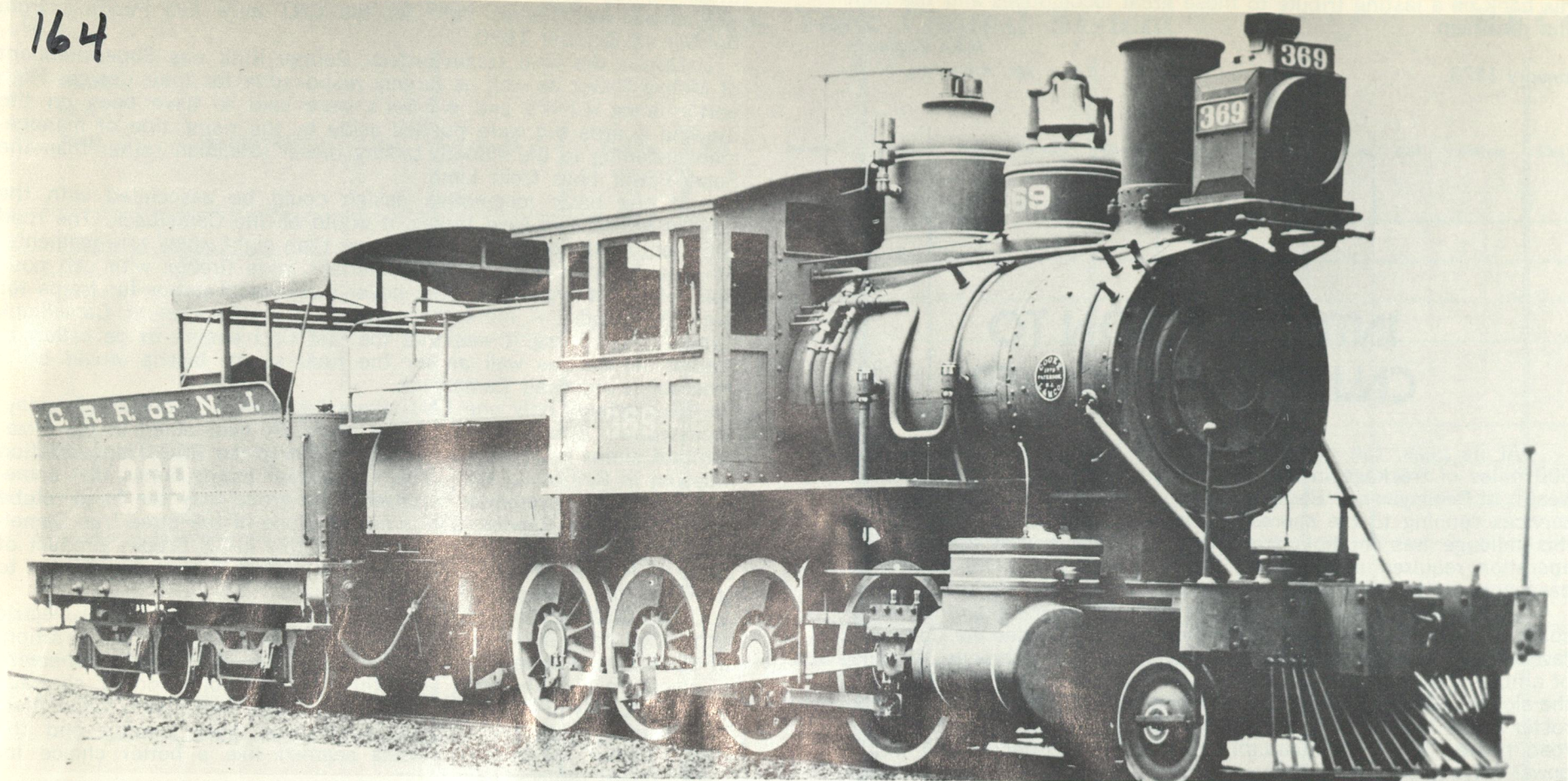


#96 "Traveler"
Grant 1868
c/n 615

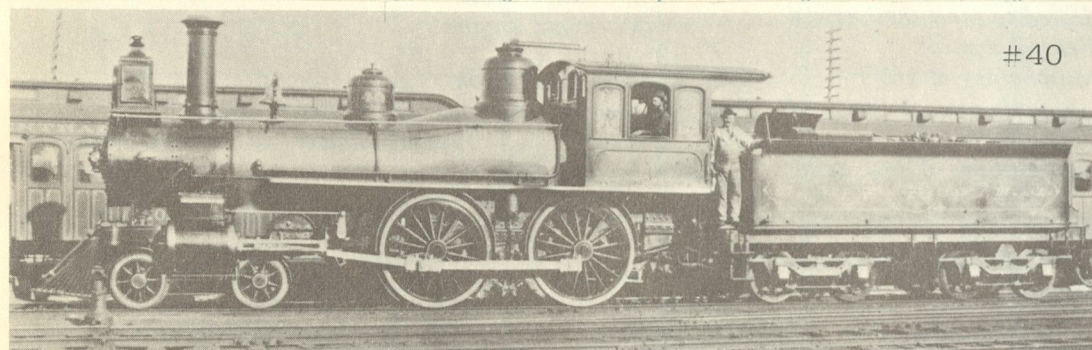


To handle the fast Philly expresses between Jersey City and Bound Brook, Baldwin delivered six of these sleek 4-4-0's in 1881. Noed 162-165, 168-169. The 162 (c/n 5618) lated #537, 510. Ret 1903.





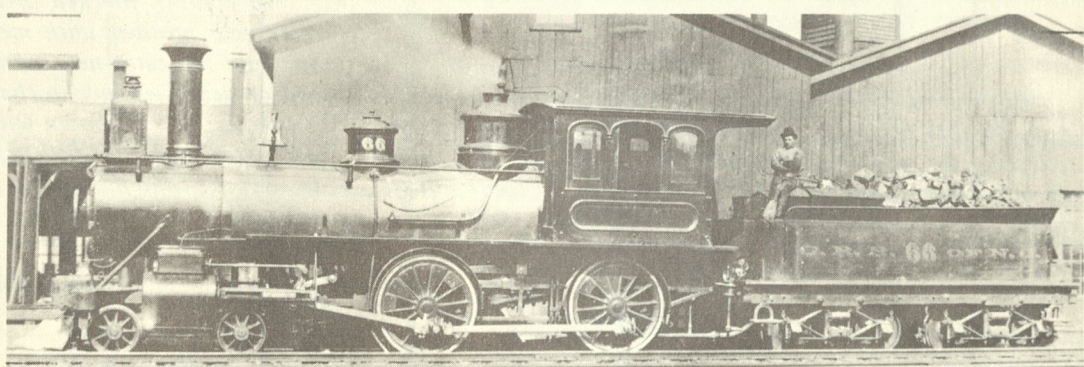
This 'battleship', #369, was one of a group (357-369) built by Cooke 1889 c/n 1970 Collection of C. W. Jernstrom



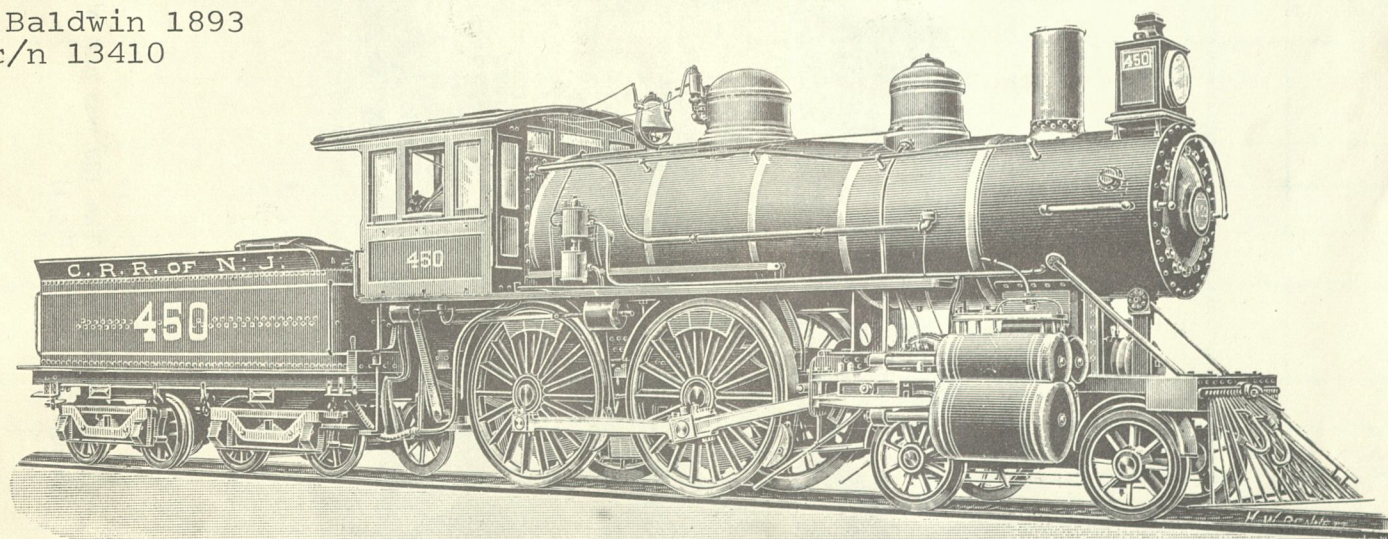
#40
Baldwin 4-4-0 of 1887 shows top contour of its "Wagon Top" boiler.
Smith

c/n 8591

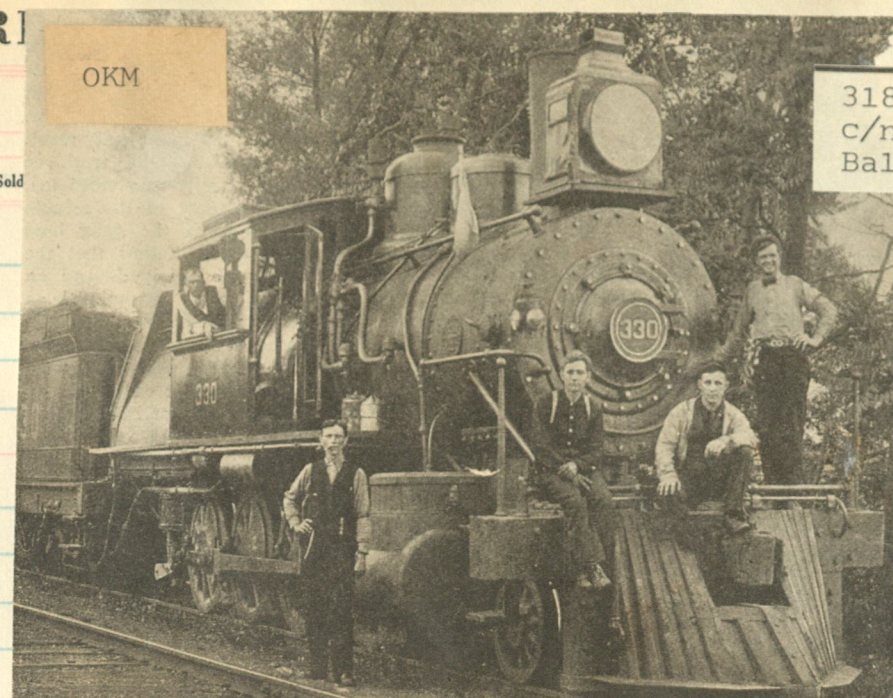
66-68
Taunton 1865
c/n 362
4-4-0 for freight service, shows small driving wheels and its fuel, lump anthracite.
Smith



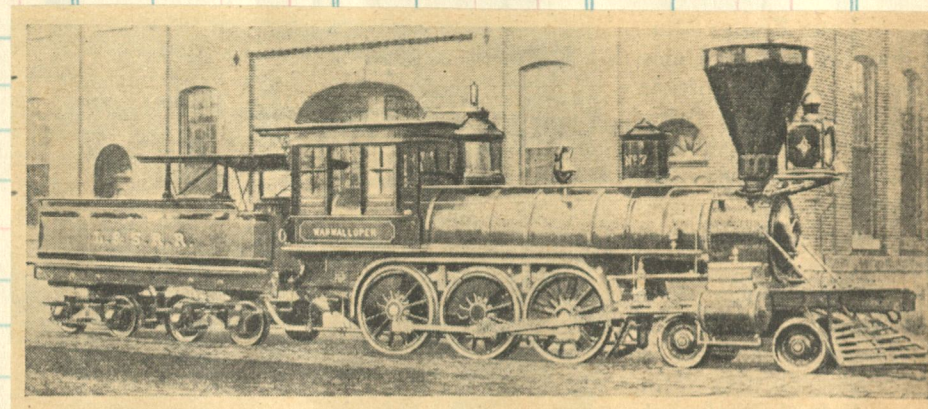
Baldwin 1893
c/n 13410



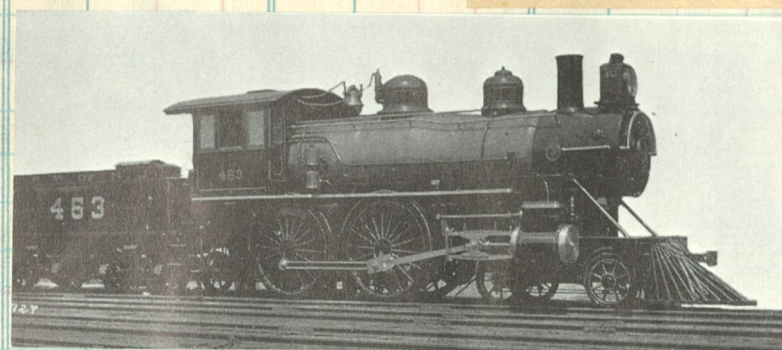
OKM



318-332
c/n 8494
Baldwin 1887

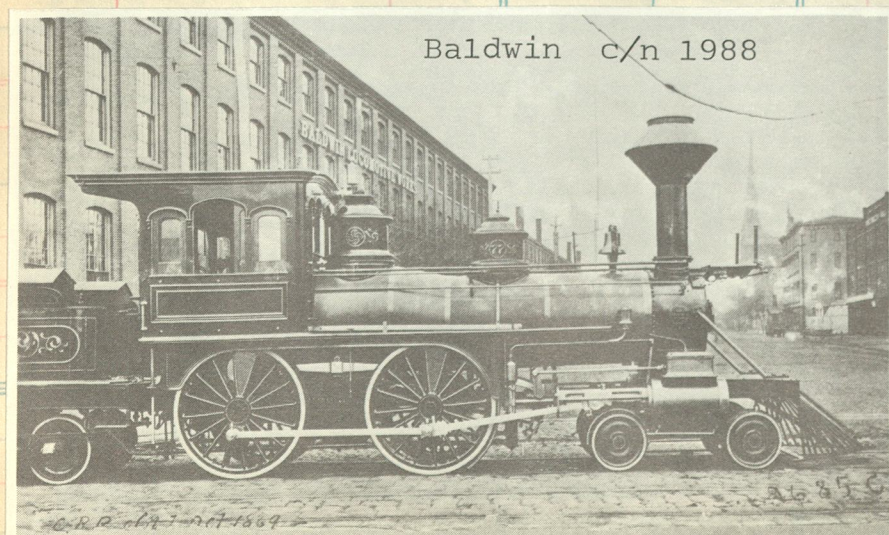
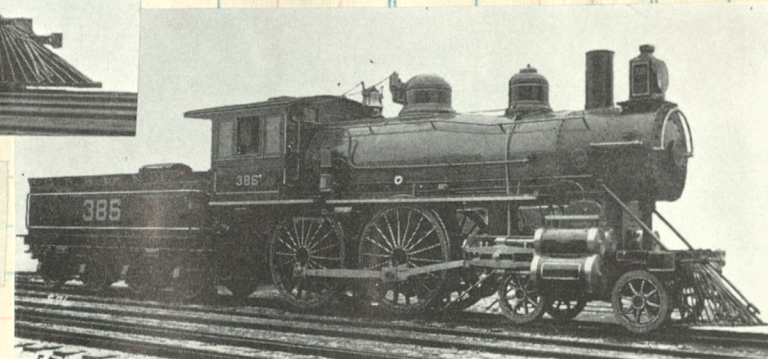


Lehigh & Susquehanna #7
"Wapwallopen" Baldwin 1865
c/n 1331. Renoed 207 sold to SI&E in 1903.



453 c/n 13604 Baldwin 1893

385 c/n 12378 Baldwin 1892

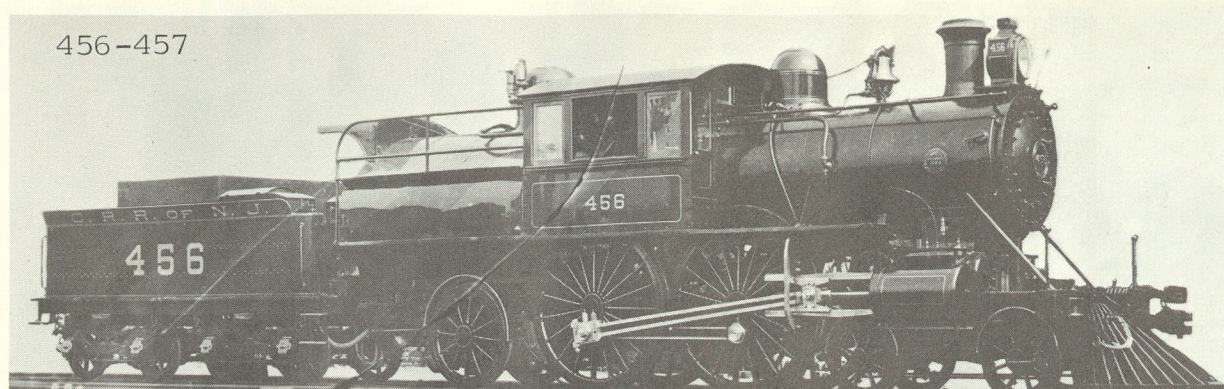


Baldwin c/n 1988

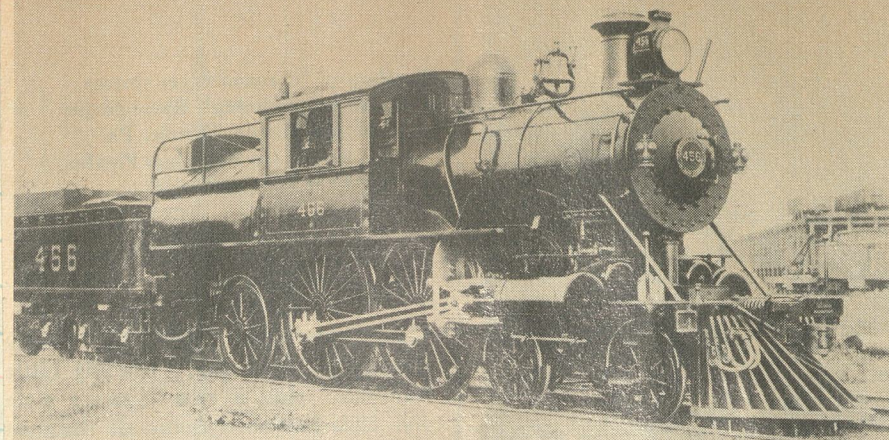
Central Railroad of New Jersey #77, 1869, 4-4-0 type.

Clos. No. Sold Amount

456-457



c/n 14810

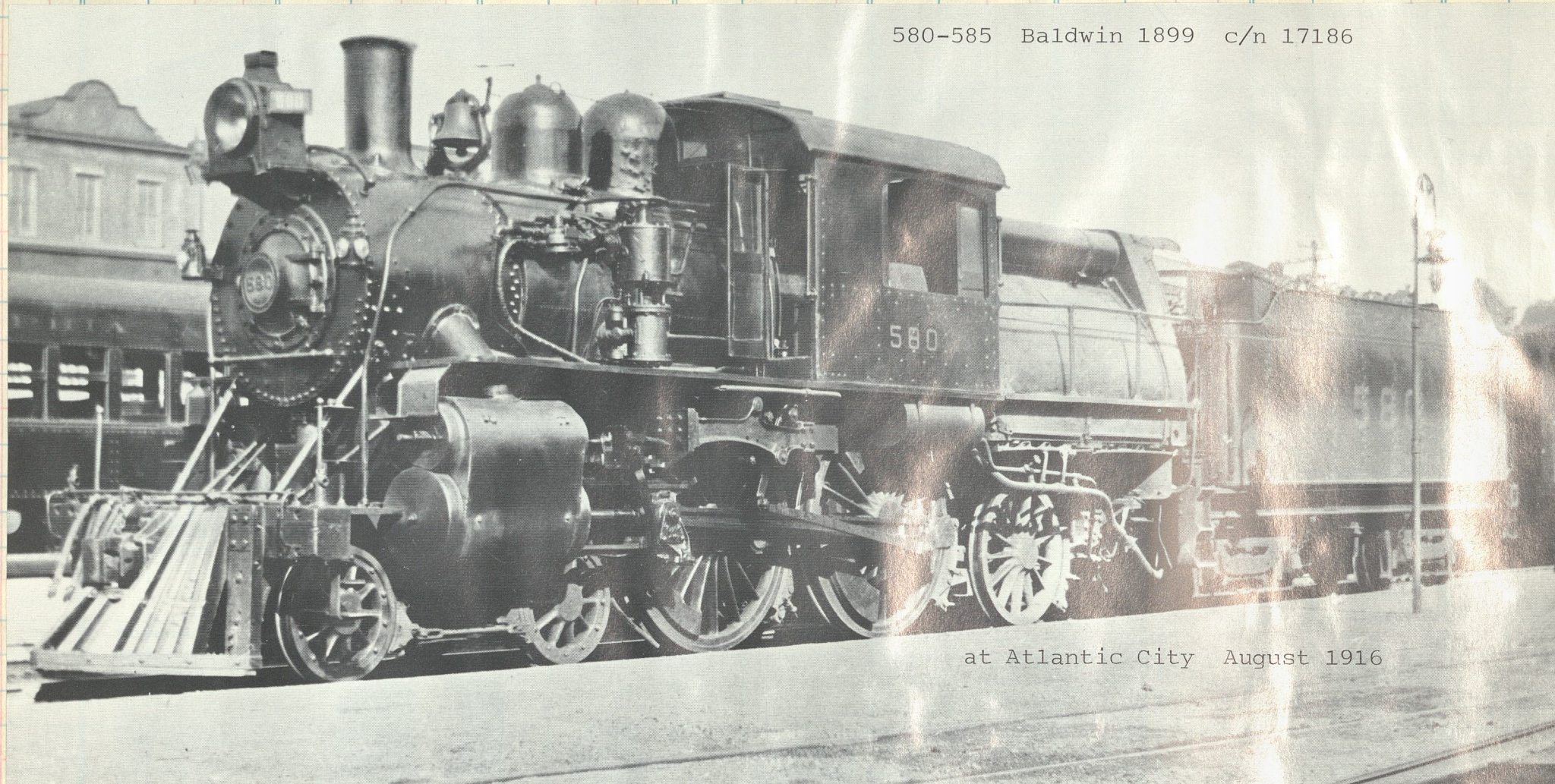


Early Jersey Central 4-4-2 Camelback was built by Baldwin in 1896, construction number 14810; renumbered 573, then 570, it was rebuilt in 1905, scrapped 1926.

CUT HERE
To Make
Short Sheet

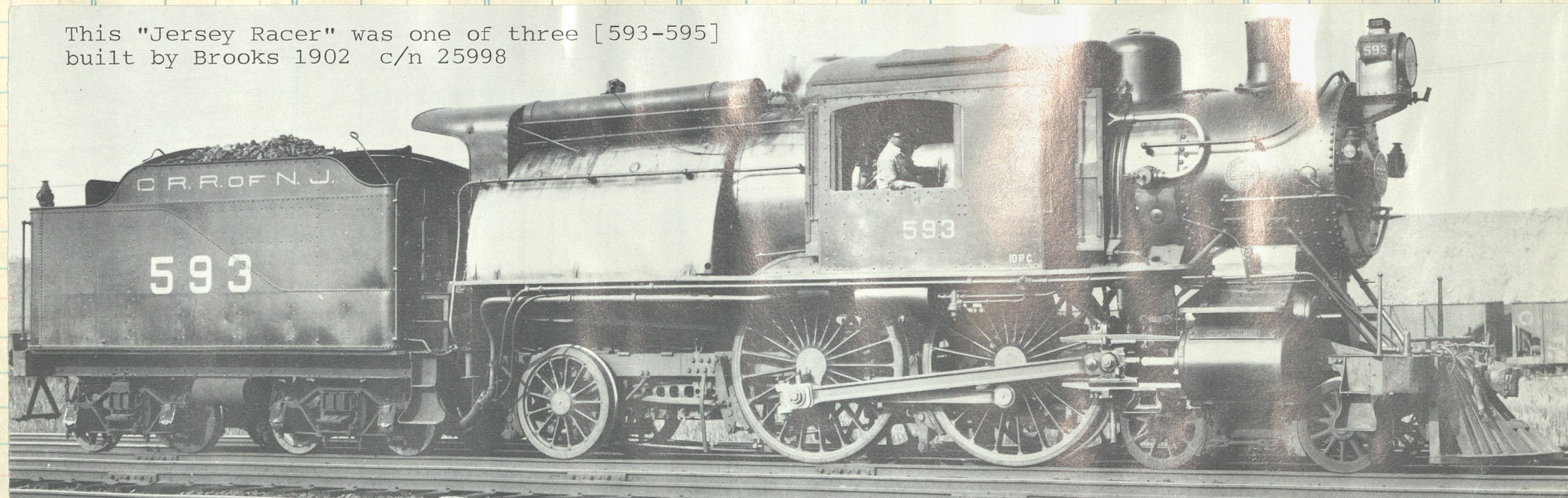
165

580-585 Baldwin 1899 c/n 17186

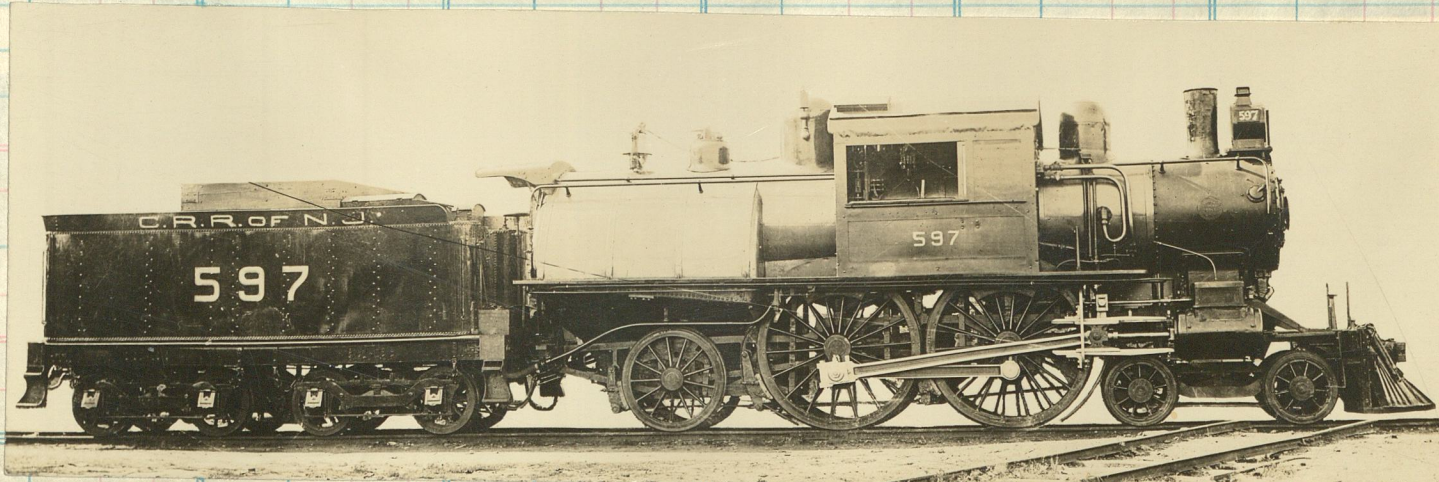


at Atlantic City August 1916

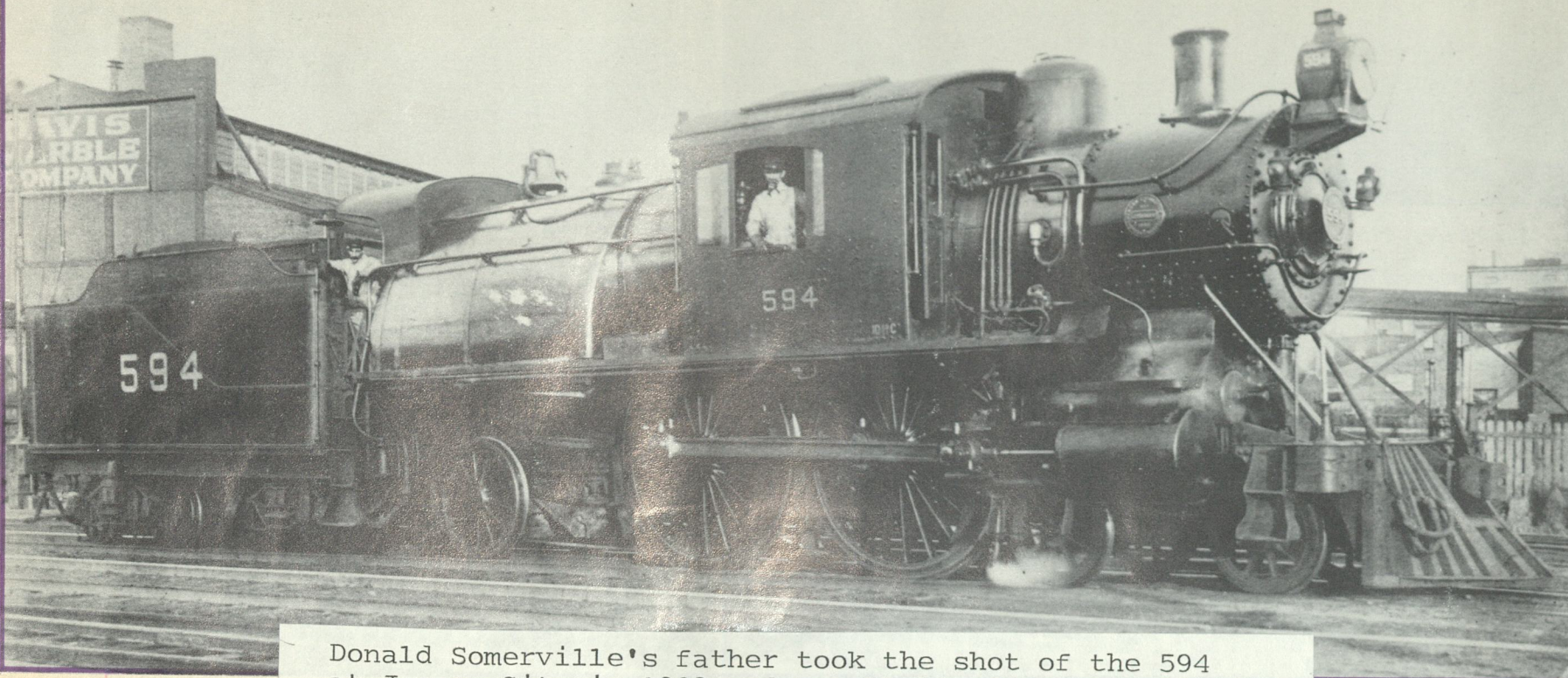
This "Jersey Racer" was one of three [593-595] built by Brooks 1902 c/n 25998



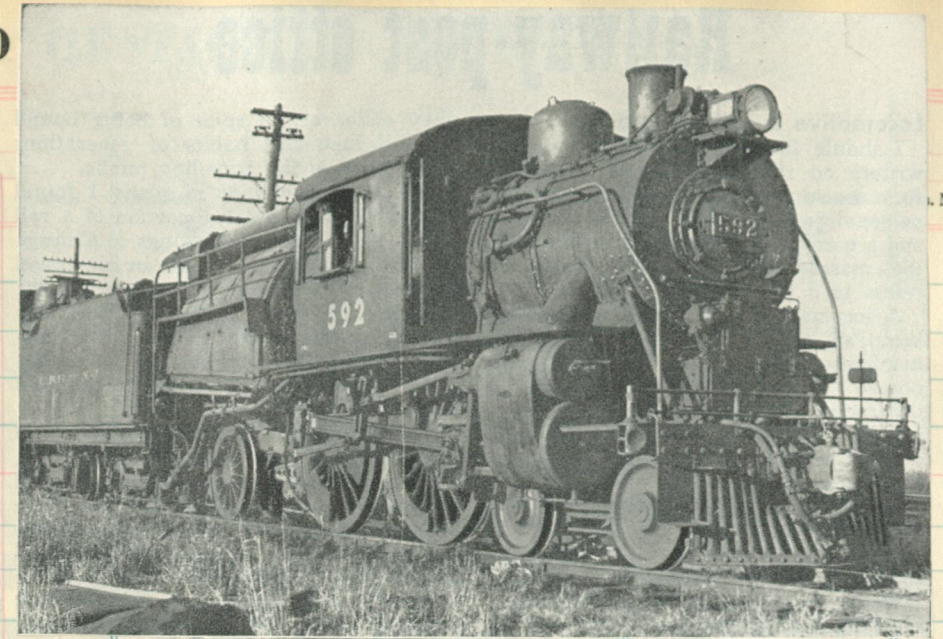
The 593 here thirty five years later and just as frisky as ever. She was on the payroll for 45 years, being retired in 1947.



When Baldwin delivered the 597 the N.J.C. then had about sixteen similar engines on the roster. The 597 [c/n 20965] was one of three built at Baldwin in 1902 noted 597-599. Later were renumbered 572-574.



Donald Somerville's father took the shot of the 594 at Jersey City in 1903 and Donald found the same engine thirty five years later at Atlantic City.

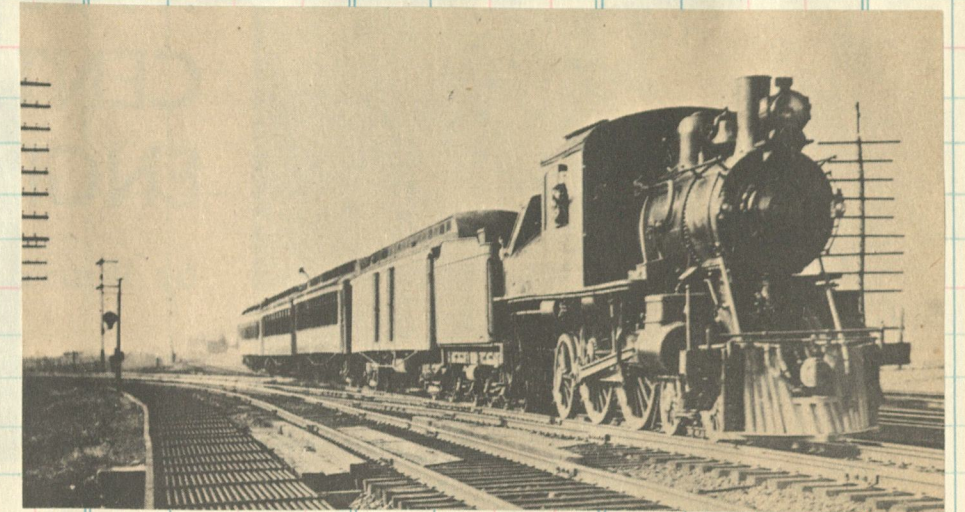


One the cutter's torch did not get! The 592 remains today preserved in the B&O Museum at Mt. Claire. Blt as the 589 (588-590) by Brooks in 1901 c/n 3968. Renoed 592 in 1913.



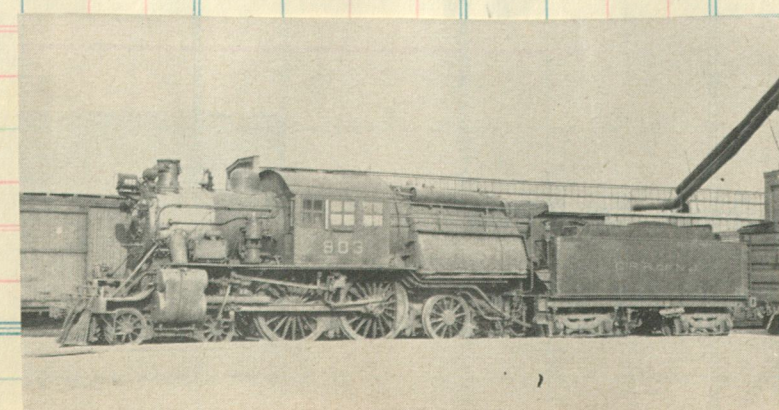
The Blue Comet, usually pulled by a G-3s Pacific, would often be assigned one of the old-but-fast P-6s Mother Hubbard Atlantics when traffic was light. Fresh in from Jersey City is CNJ 594, on the Atlantic City turntable in August, 1938.

Donald A. Somerville



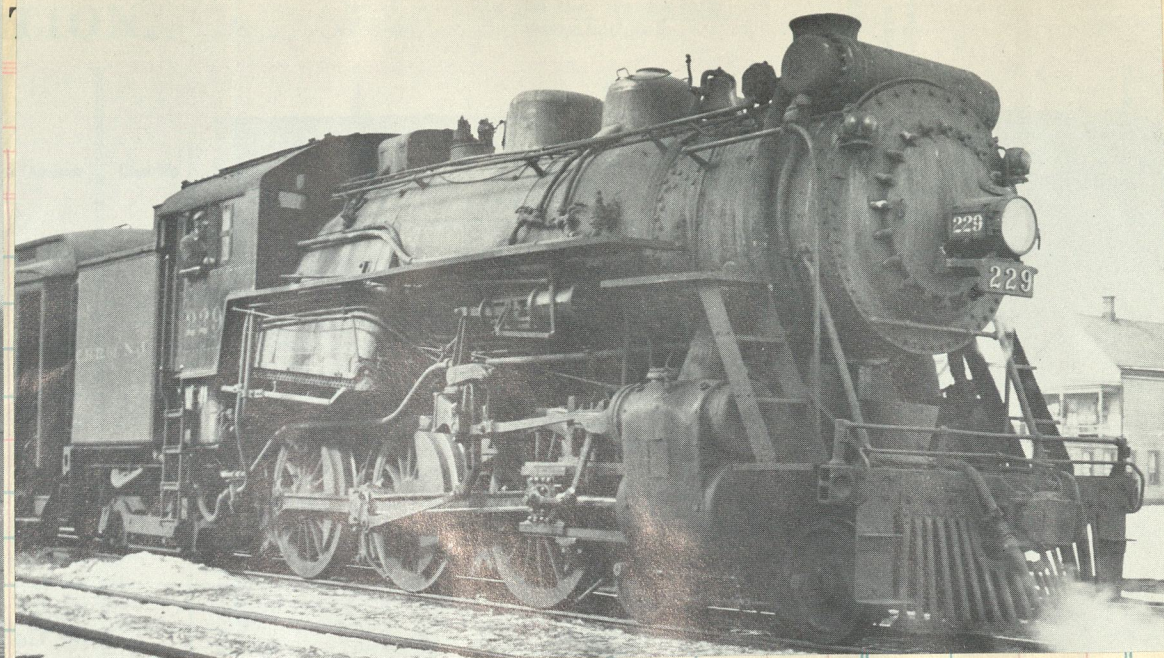
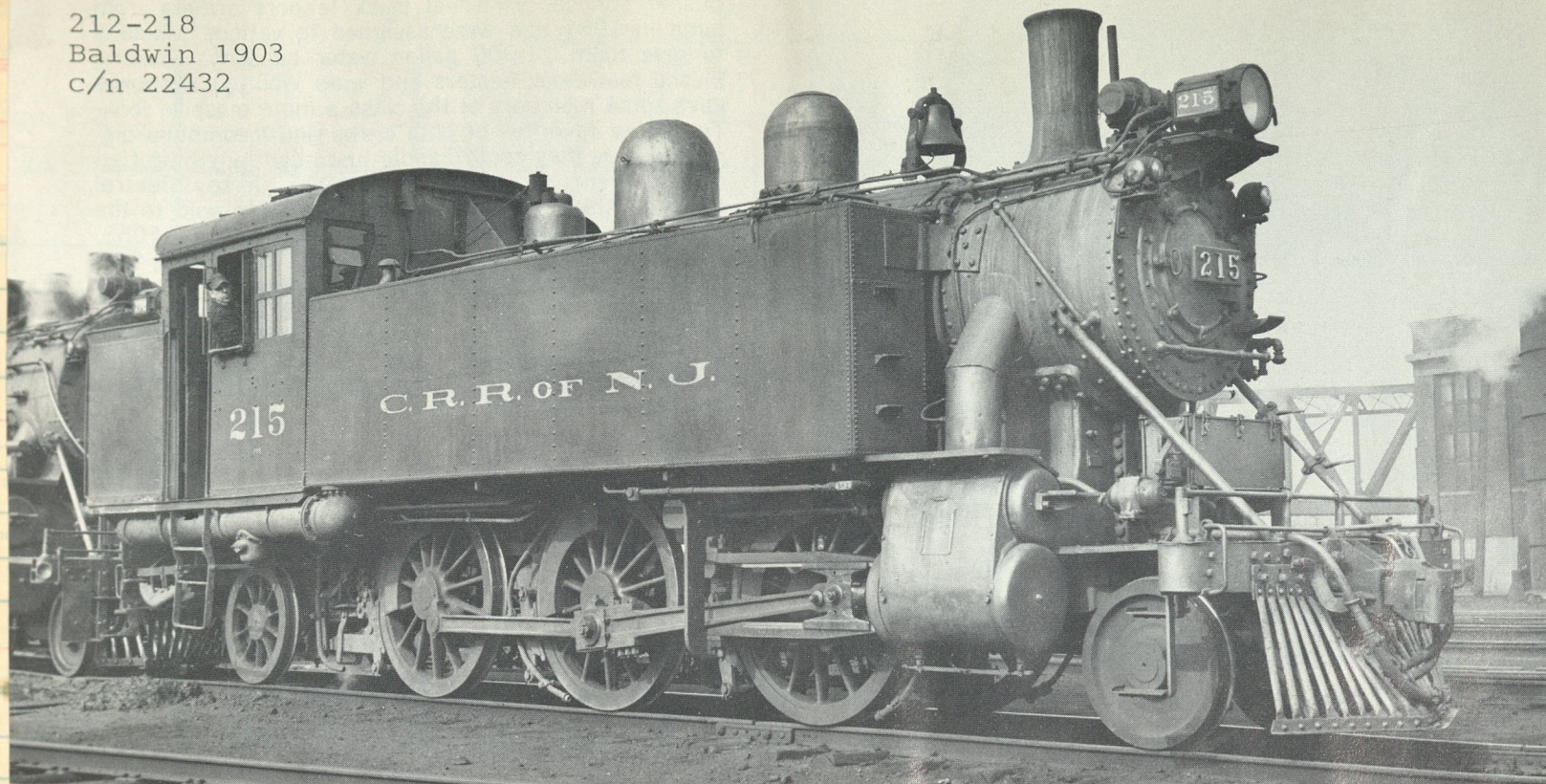
The 457 glides on to the P. & R. at Bound Brook

Six 4-4-2's built by the Philadelphia & Reading in 1912 to their design, noed 800-805 P&R s/n 3570



212-218
Baldwin 1903
c/n 22432

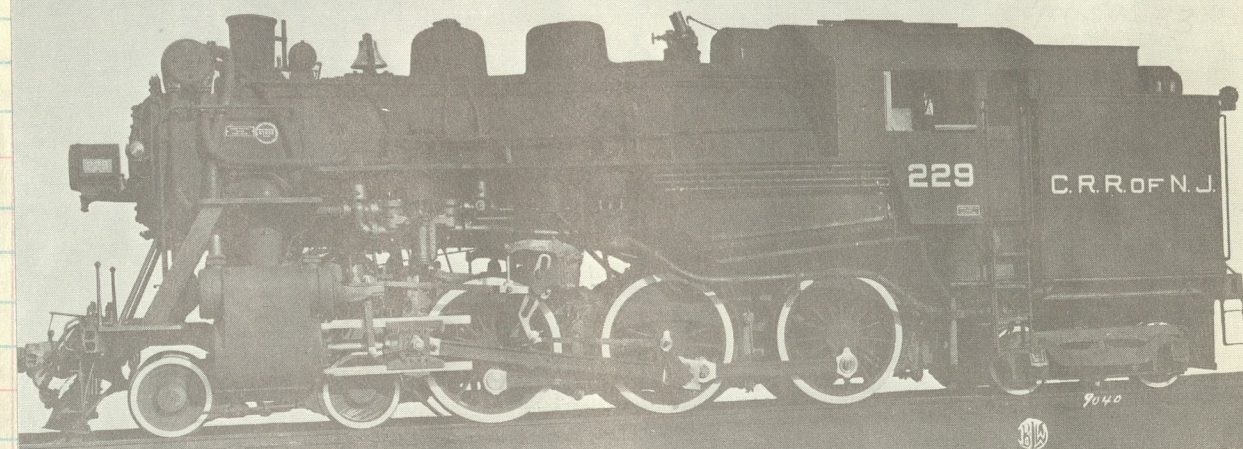
Class No.



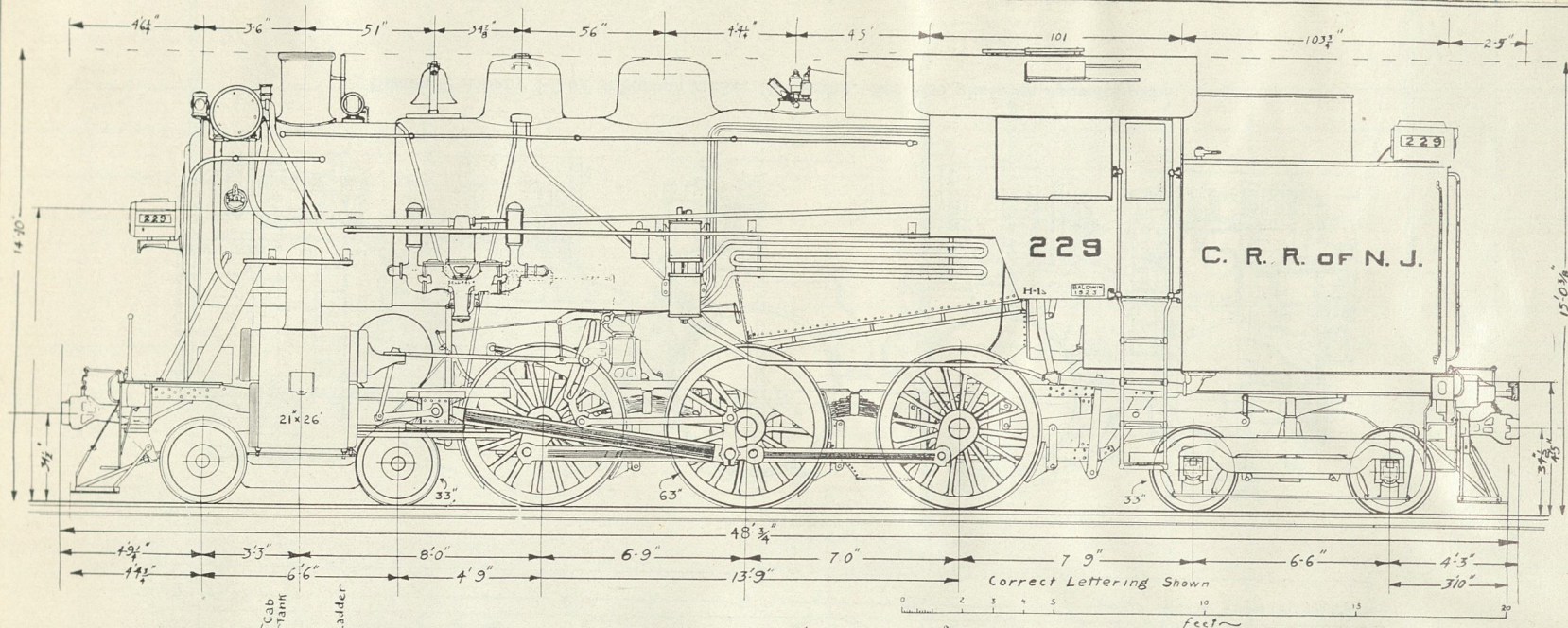
167

No. Sold Amount

c/n 57533



#225 arriving at Plainfield



Six-Wheel Tanker
for Suburban Service

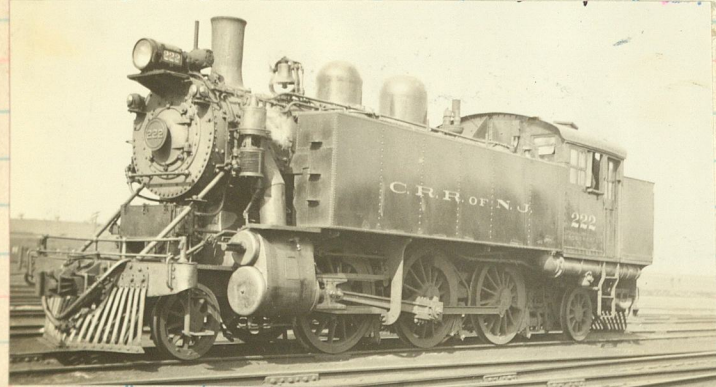
CENTRAL RAILROAD OF NEW JERSEY



LINNAEUS H. WESTCOTT

CLASS H15 Series 225 to 230
BUILT 1923-Baldwin Walschaert Piston Valve
Crescent Counterbalances Feedwater Heater
Weights Light 23360 Loaded 291700
on drivers 163500 Tractive Power 30940
Pressure 200# Tank Capy 4000gals 6 tons cast

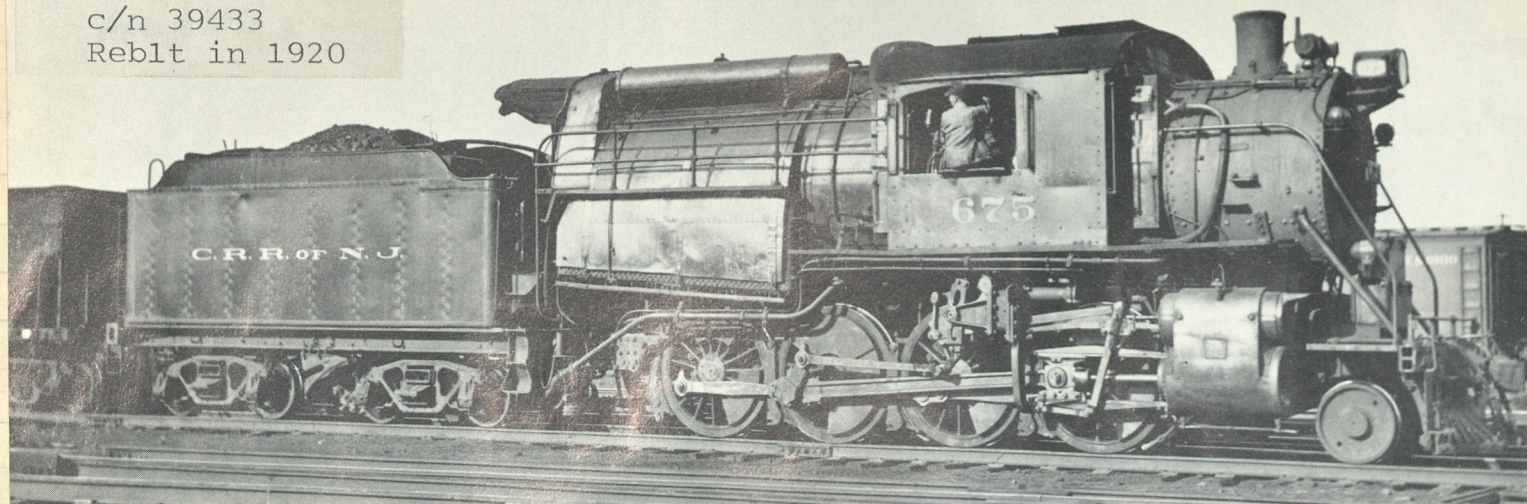
A Suburban locomotive used out of Jersey
City N.J. Considered good as a prototype
for a model because of its neat appearance.



#222 was built by
Baldwin in 1904 as
Long Island #22.
c/n 24008. Sold to
C.N.J. in 1912.

Foto by Ed May

675-684
Brooks 1906
c/n 39433
Reblt in 1920



Drifting past Lorraine station at Roselle, N. J.

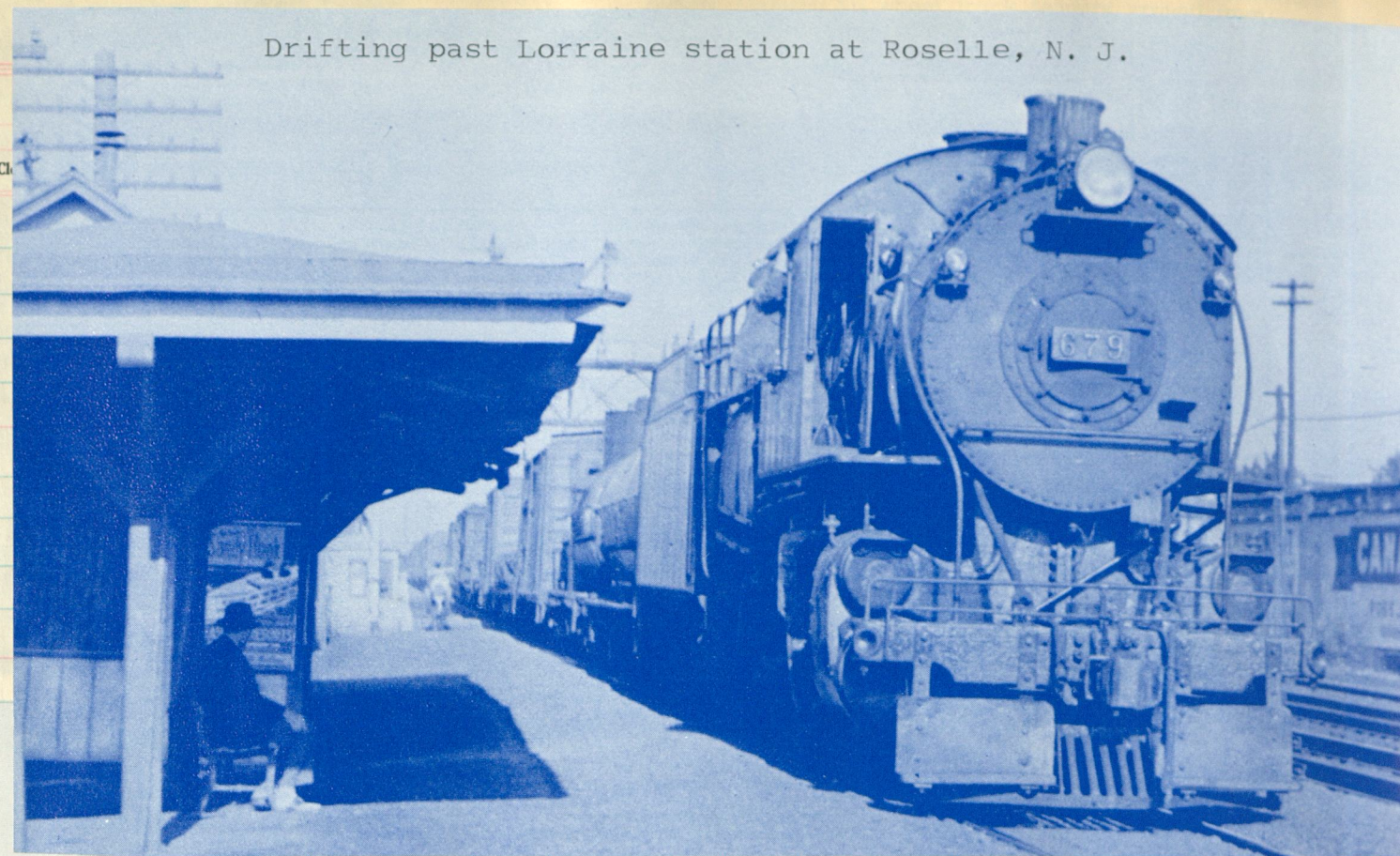
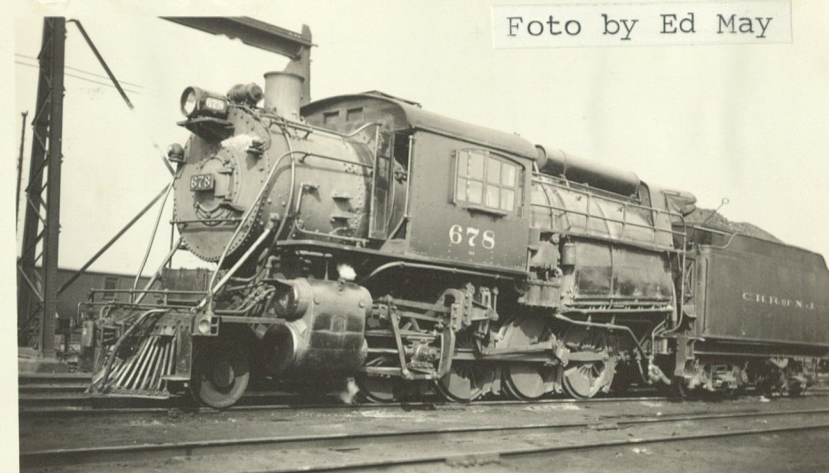


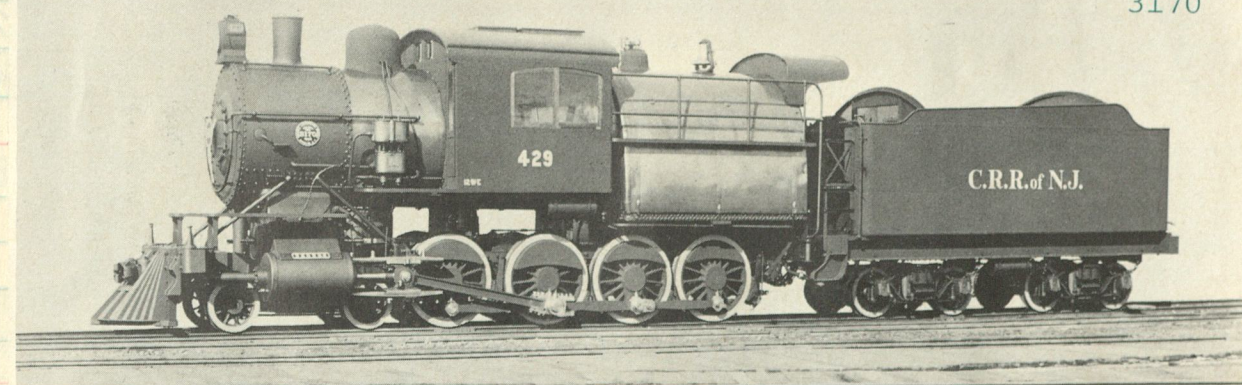
Foto by Ed May



With cars from Float Yard the 433 pulls by
Tower B Jersey City

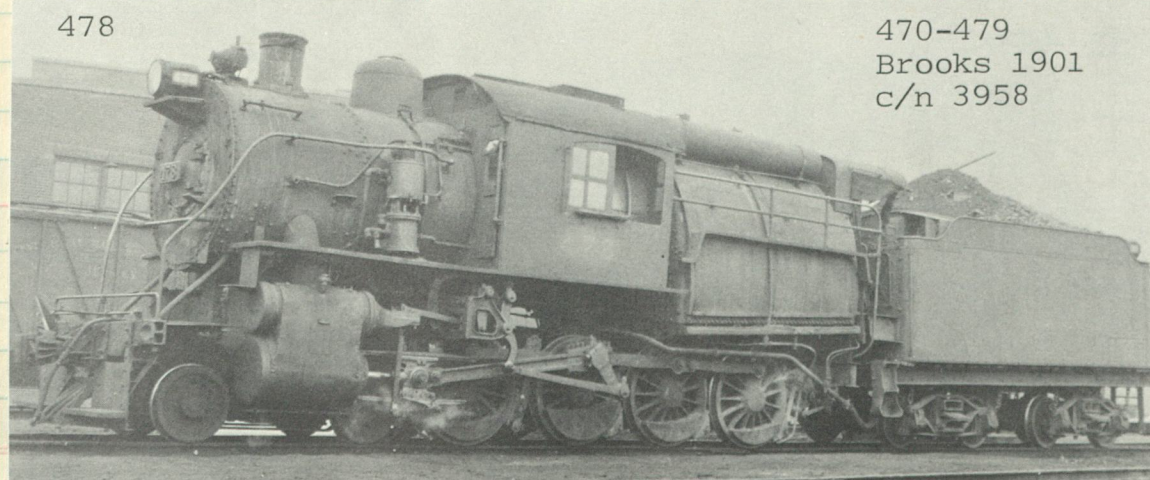


4-8-0 #429, one of fifteen (426-440) blt by Brooks 1899 c/n 3170

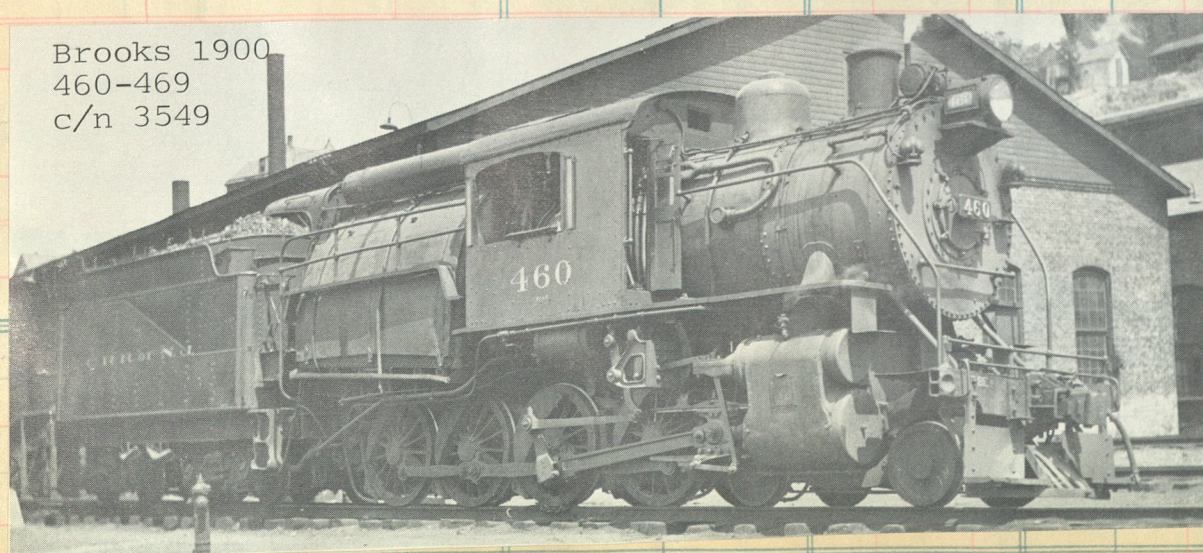


478

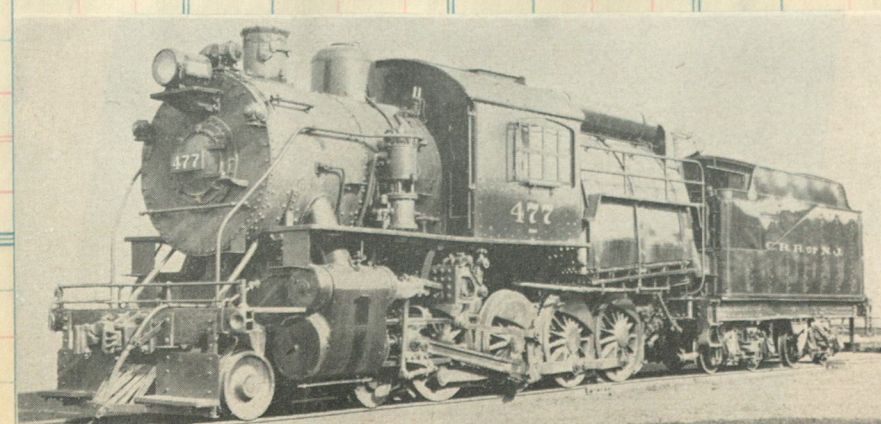
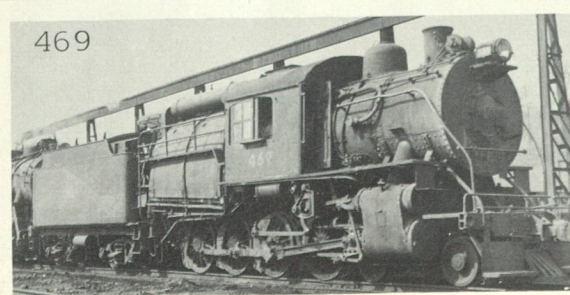
470-479
Brooks 1901
c/n 3958



Brooks 1900
460-469
c/n 3549



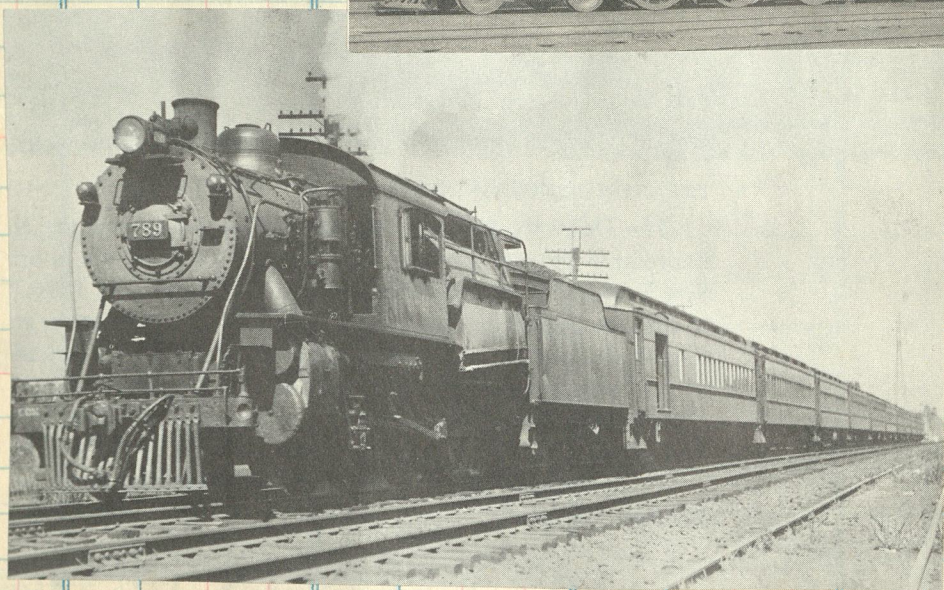
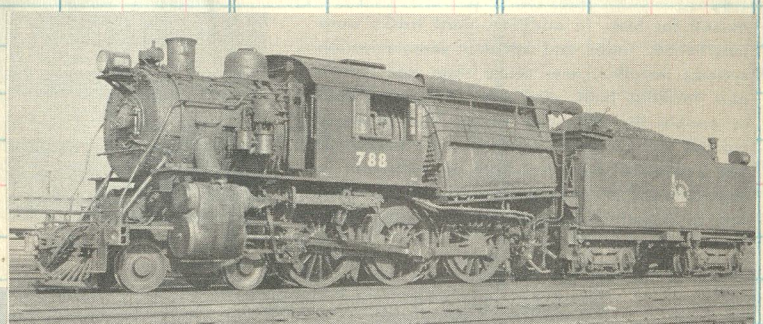
469



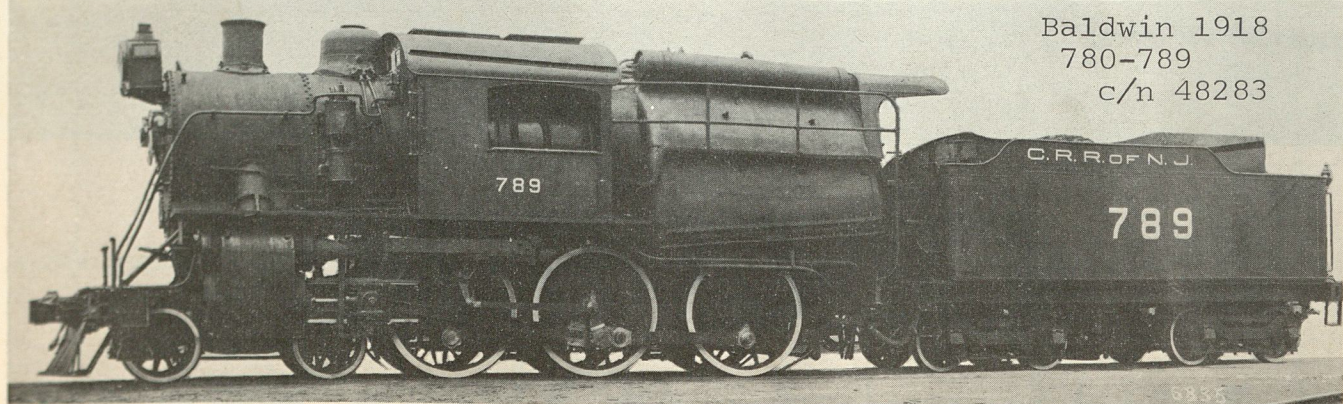
772-779
Baldwin 1914
c/n 41041



The 762, a 1912 Baldwin, wheeling seven cars thru Aldene, NJ



Baldwin 1918
780-789
c/n 48283

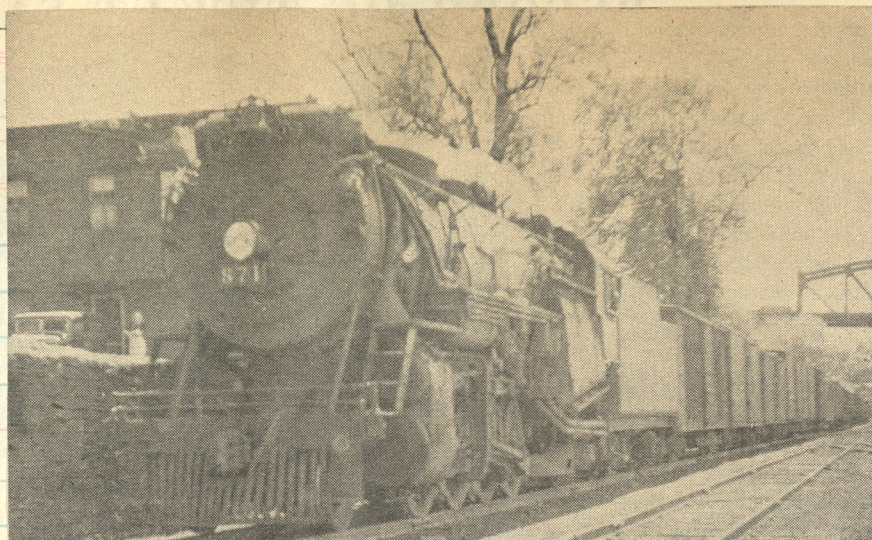
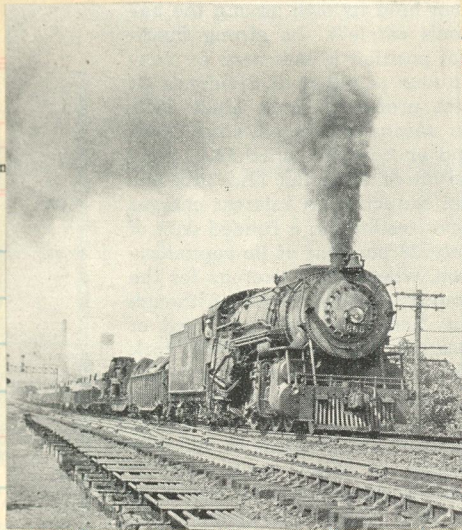


A Saturday afternoon local to Raritan

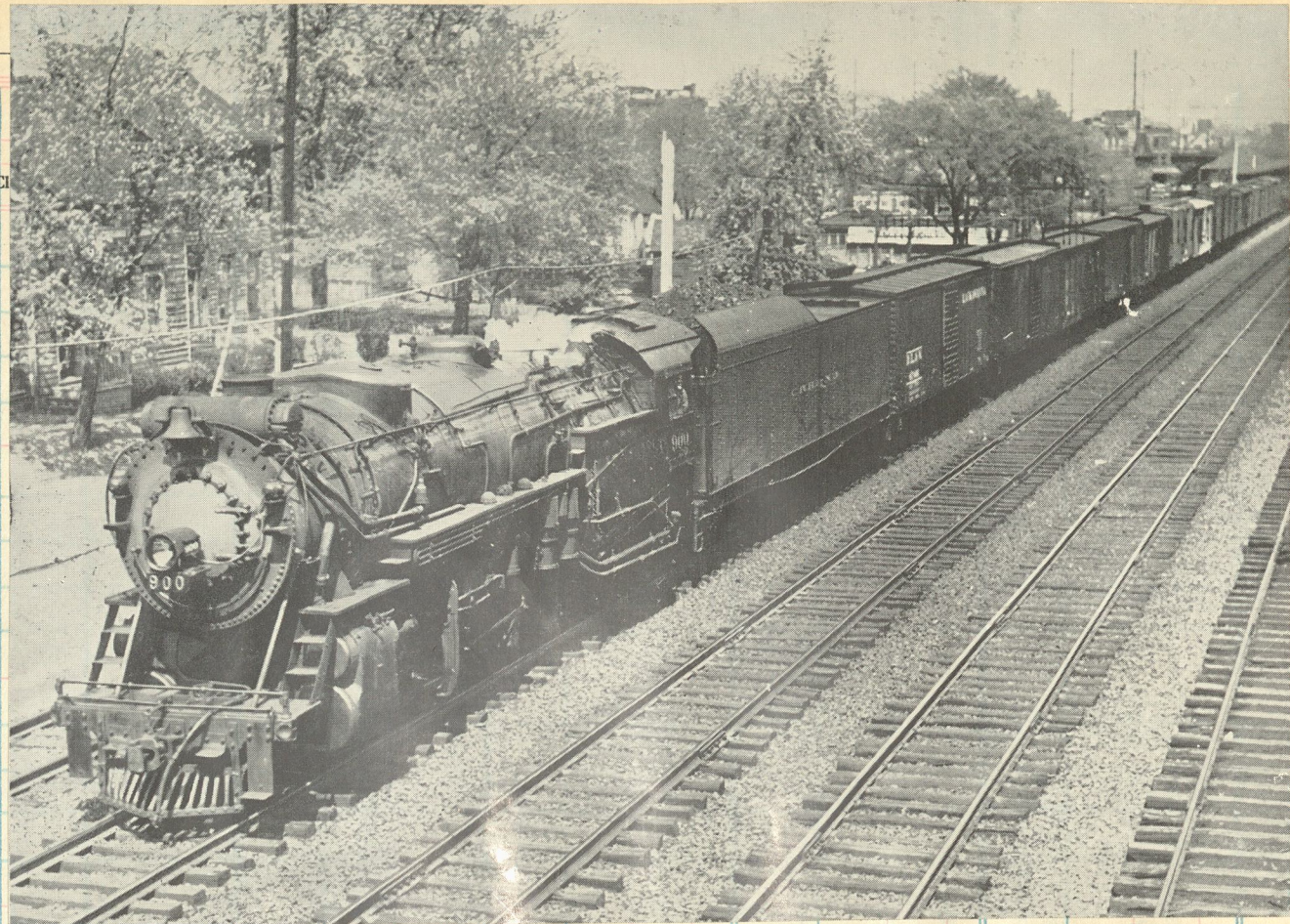


10 Wheeler 786, one of the L-8s class (780-789) built by Baldwin in 1918. Cyls 23x28, drvd 69" TR 40,143. These were the last 4-6-0's built for the C.N.J.

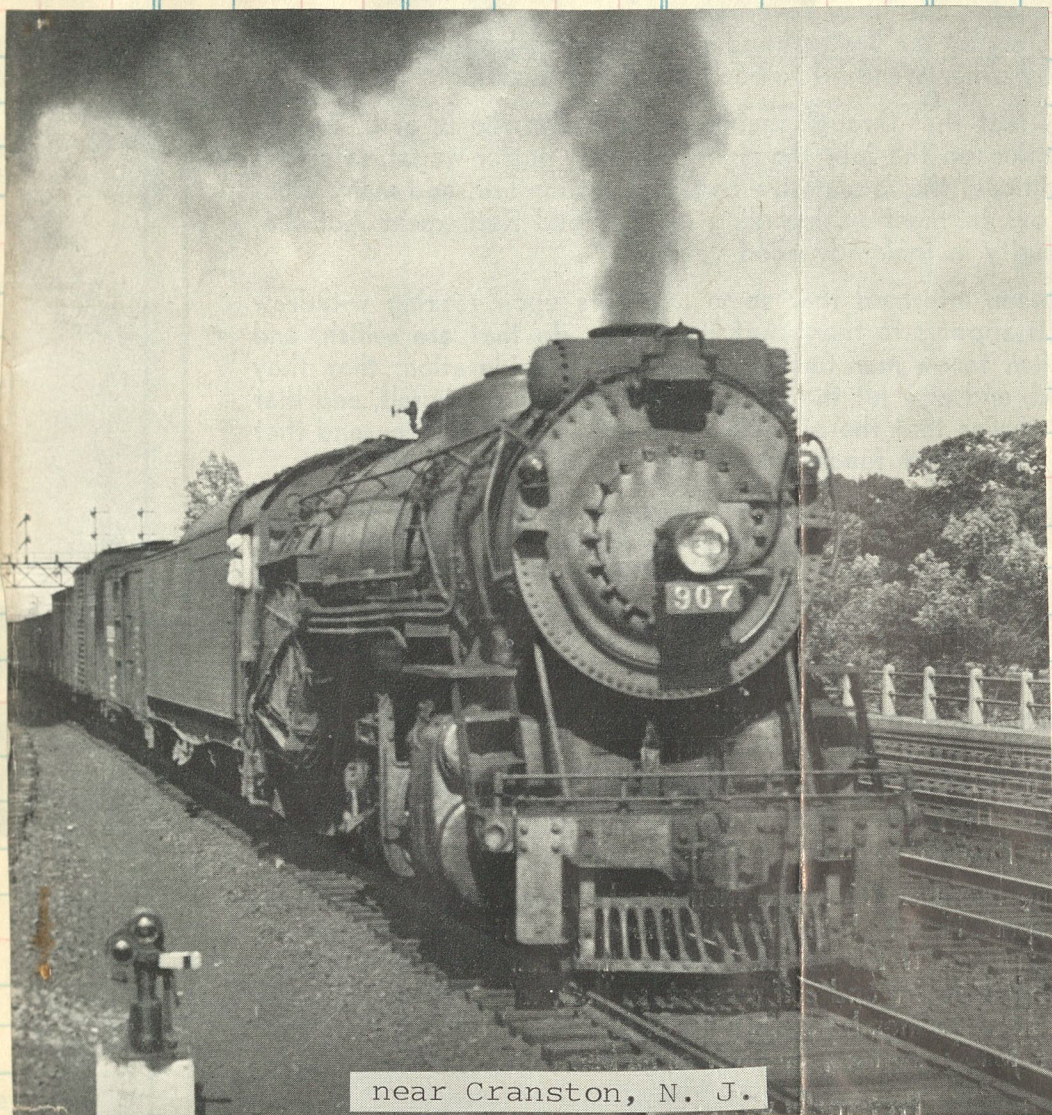
The N.J.C.'s final Mikes were delivered by Baldwin in 1925 noed 916-935. c/n 58294



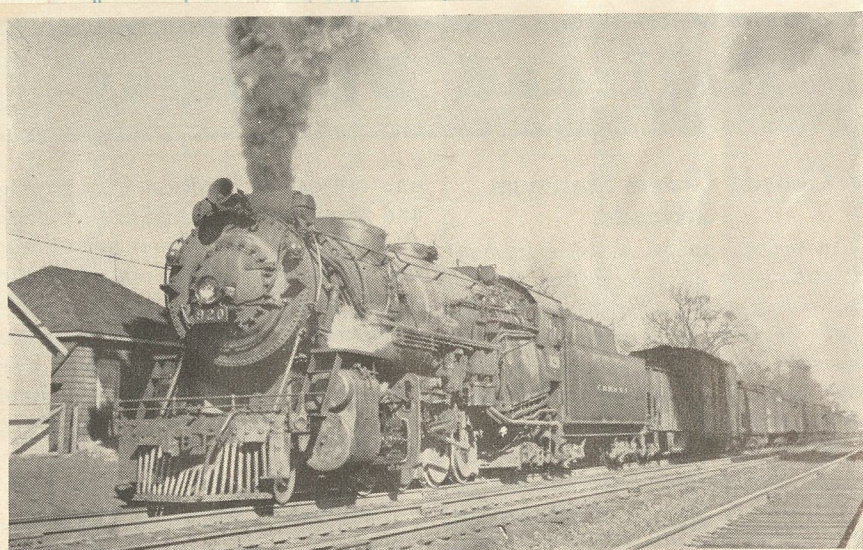
Howard Blakeslee
CENTRAL RAILROAD OF NEW JERSEY ENGINE 871 AT WILKES-BARRE, PA.



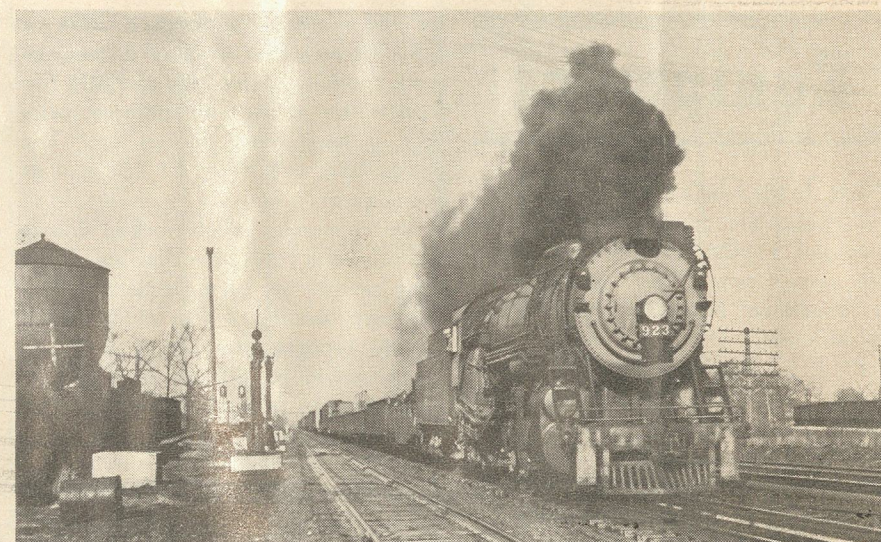
The 900 coasting thru Elizabeth



near Cranston, N. J.



Frank Quin
JERSEY CENTRAL RAILROAD'S ENGINE 920
This is a Mikado type engine and was photographed near Roselle, N.J., as it approached a grade crossing.



Frank Quin
JERSEY CENTRAL ENGINE 923 PULLS FREIGHT OVER TRACK WATER TROUGHS AT WEST DUNELLEN, N. J.



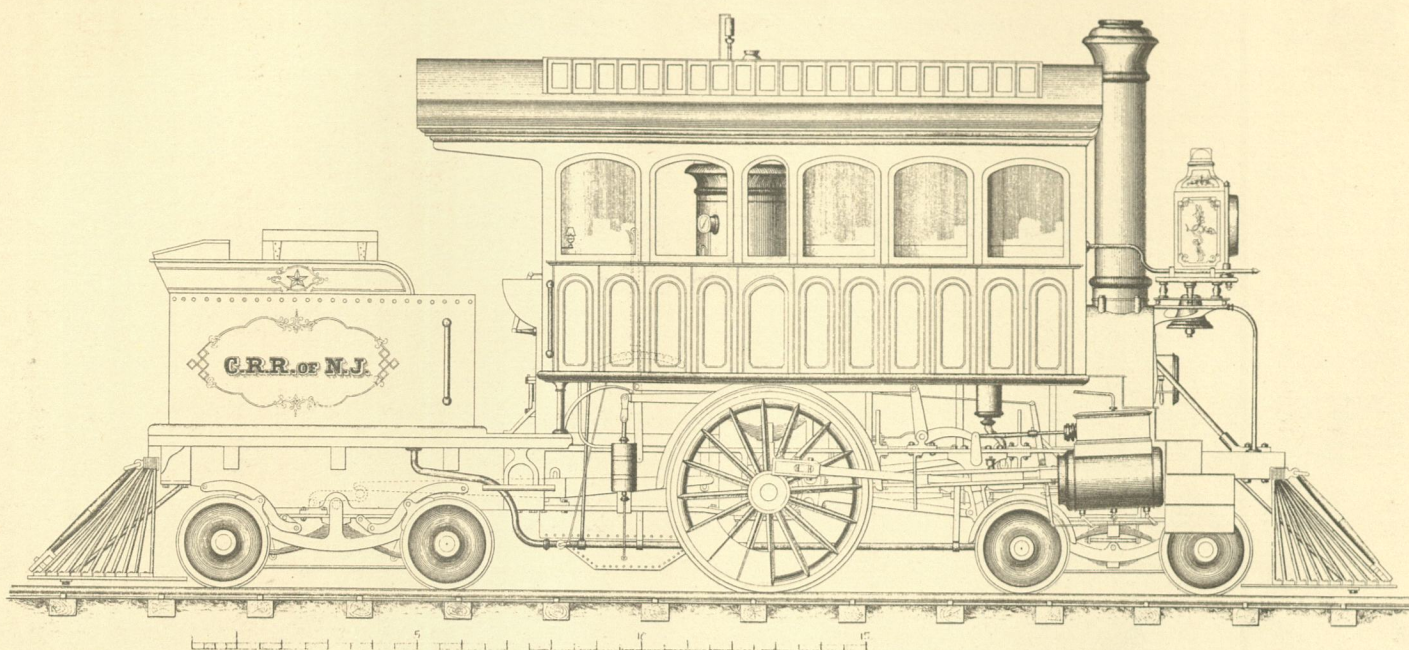
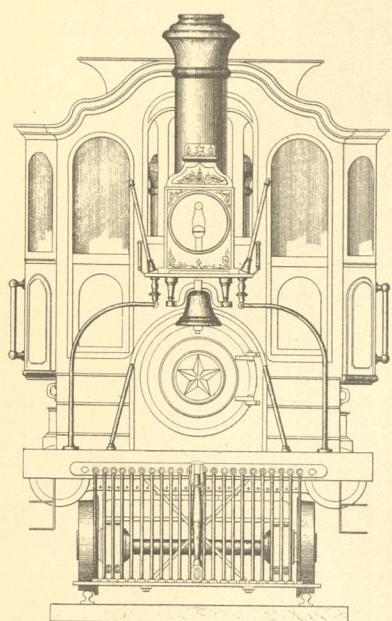
A scene of a memory we shall always cherish. A proud and noble Mike rolls 84 cars of westbound tonnage thru Bloomsbury, N.J. with a friendly wave from the fireboy!

THE SUPERINTENDENTS LOCOMOTIVE STAR
CENTRAL R.R. OF NEW JERSEY MACHINE WORKS

ELIZABETHPORT N.J.

T.W. PEEPLES Mechanical Engineer

W. WOODCOCK Master Mechanic



1871

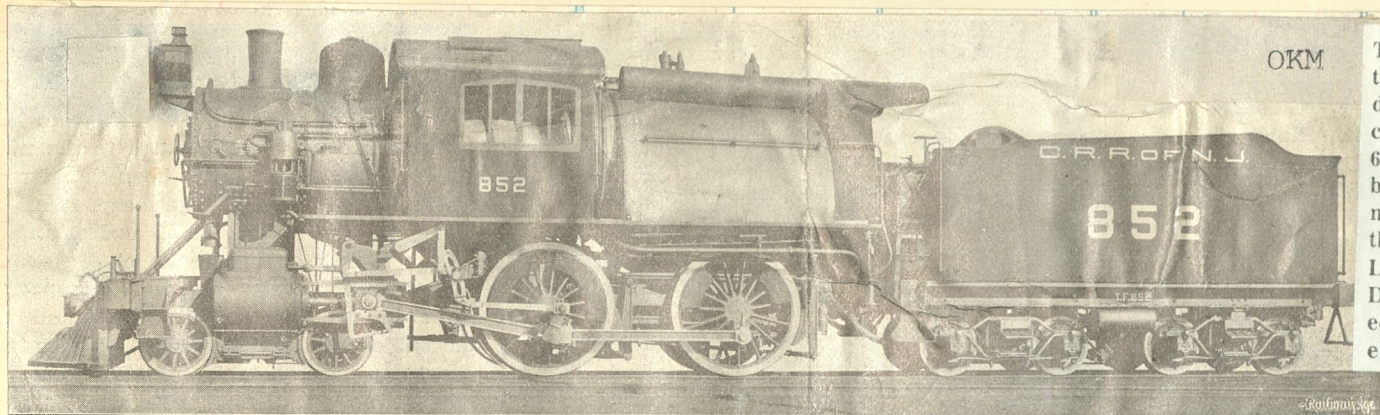
Baldwin 1903
c/n 22132



Rebuilt 999 in 1920

Fig. 66—American Type (4-4-0) Inspection Locomotive. Built for the Central of New Jersey by the Baldwin Locomotive Works. Cyls., 17 in. x 20 in. Steam Pres., 200 lbs. Dia. of Drivers, 60 in. Tractive Effort, 16,400 lbs. Heat Sur.—Tubes, 911 sq. ft.; Firebox, 88 sq. ft.; Total, 999 sq. ft. Grate Area, 24.7 sq. ft. Rigid Wheel Base, 7 ft. 6 in. Total Engine Wheel Base, 22 ft. 6 in. Weight on Drivers, 62,340 lbs. Total Wt. of Eng., 97,920 lbs. Fuel, Anthracite Coal.

The little pony inspection engine STAR was rebuilt from a former 2-2-4T (?) at the Elizabethport Shops in 1871 and she escorted the "brass hats" over the railroad until 1899.

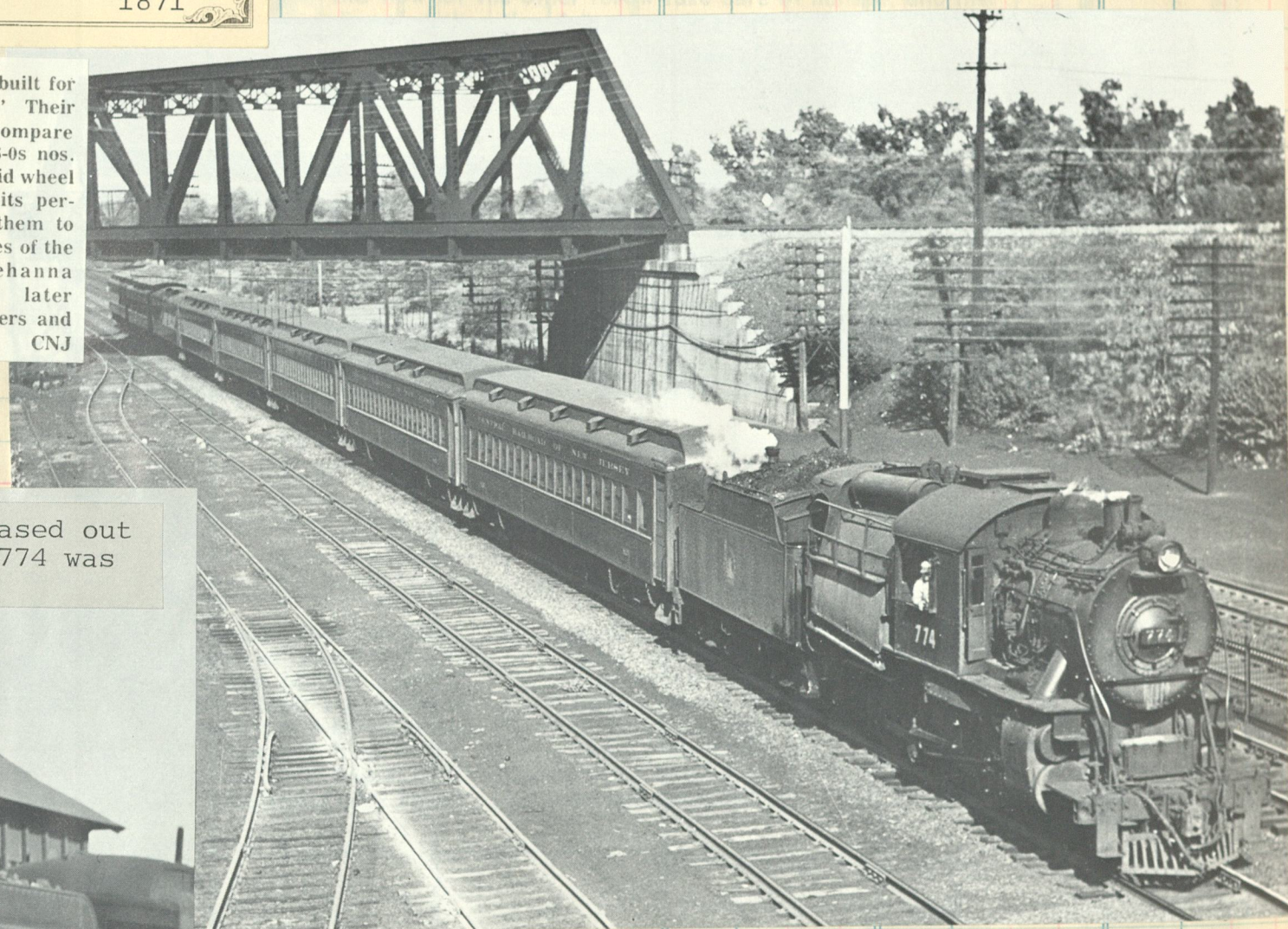


OKM

Three large 4-4-0s were built for the "Scranton Flyers." Their dimensions and weights compare closely with those of 4-6-0s nos. 600 to 630. The shorter rigid wheel base, where weight limits permitted, better adapted them to the many imposing curves of the Lehigh and Susquehanna Division. They were later equipped with superheaters and electric lighting. CNJ

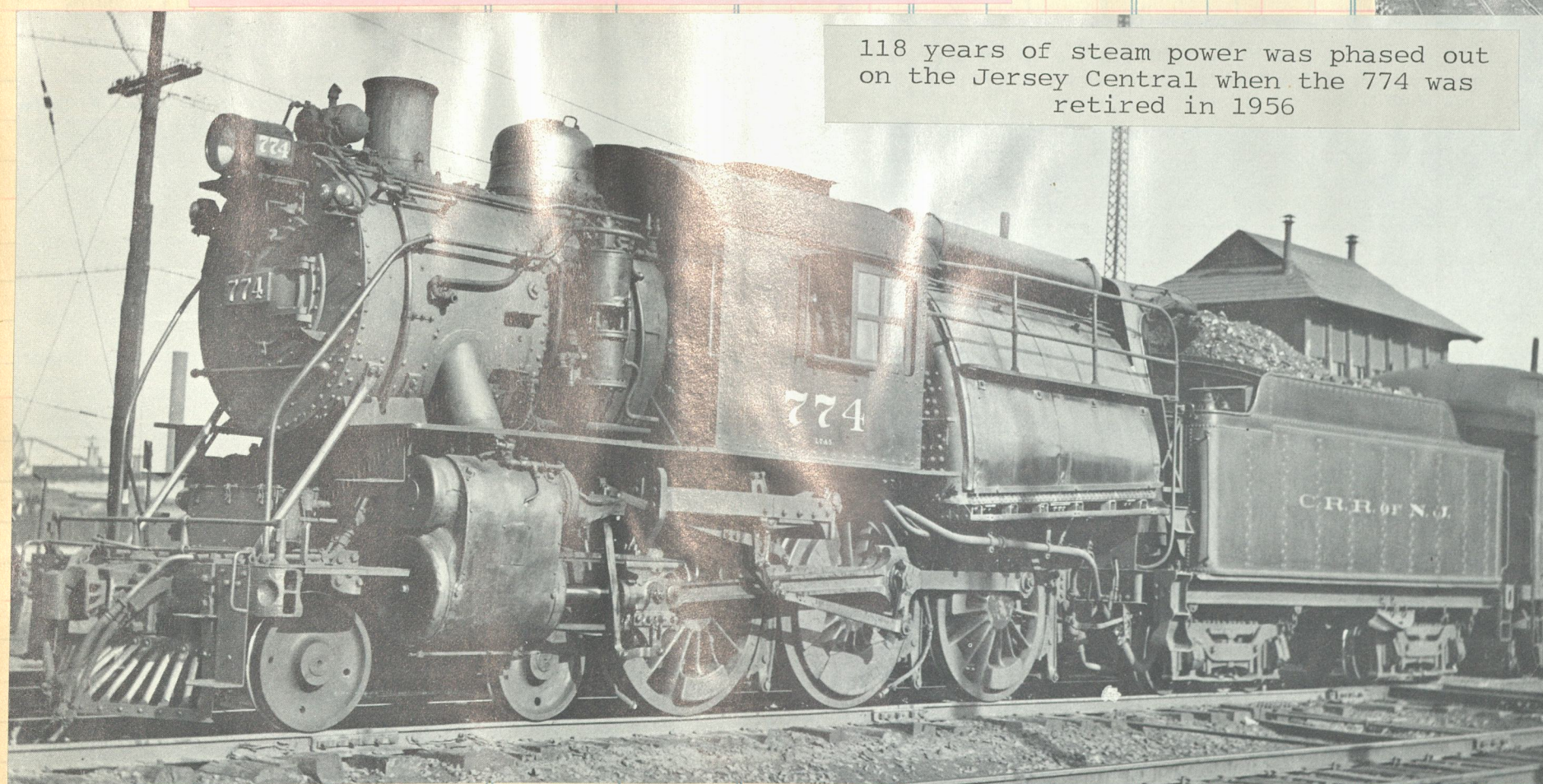
Eight-Wheel Passenger Locomotive with Walschaert Valve Motion for Central Railroad of New Jersey.

Brooks 1905 850-852 c/n 38864 renoed 559

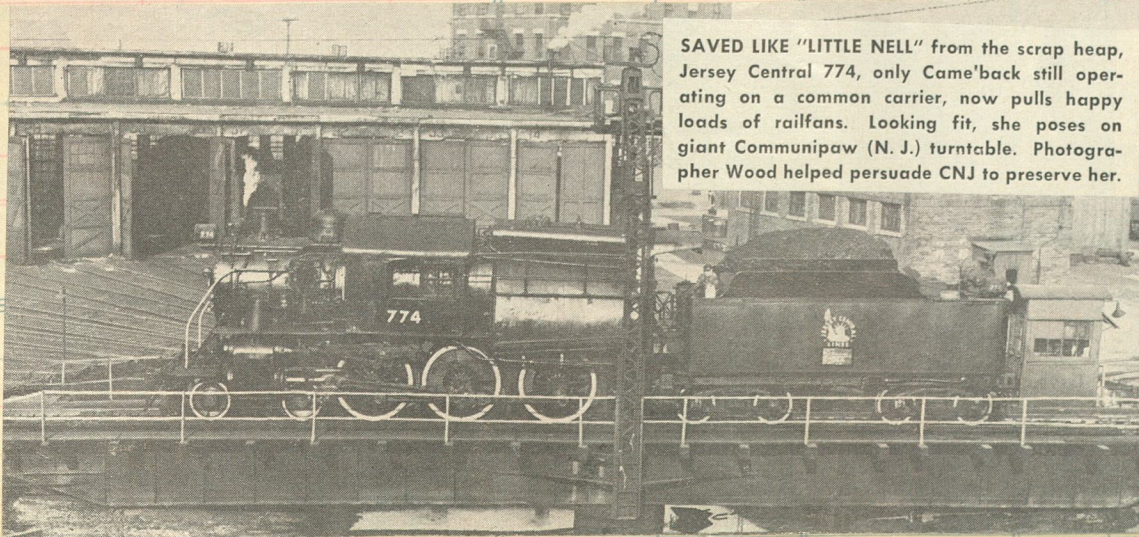


118 years of steam power was phased out on the Jersey Central when the 774 was retired in 1956

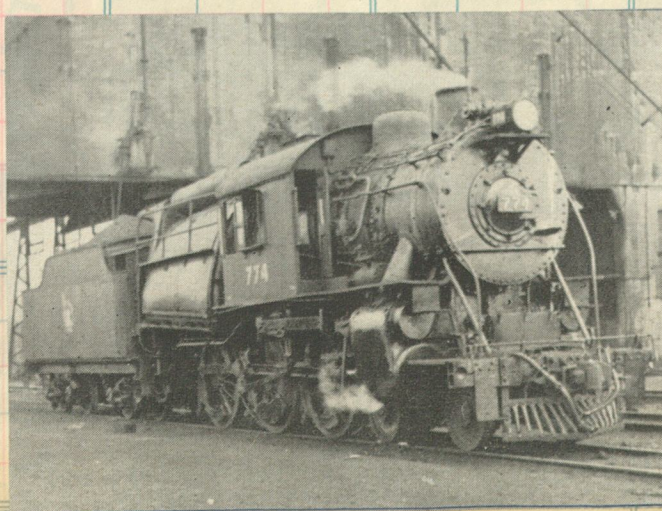
The 774 was a faithful servant for forty two years.



Railroading dies out on the Jersey Central as the 774 handles the final train, an excursion, on July 11, 1954



SAVED LIKE "LITTLE NELL" from the scrap heap, Jersey Central 774, only Came back still operating on a common carrier, now pulls happy loads of railfans. Looking fit, she poses on giant Communipaw (N.J.) turntable. Photographer Wood helped persuade CNJ to preserve her.



Northbound out of Matawan across the new Garden State Parkway.

Donald W. Furler

READING COMPANY

173

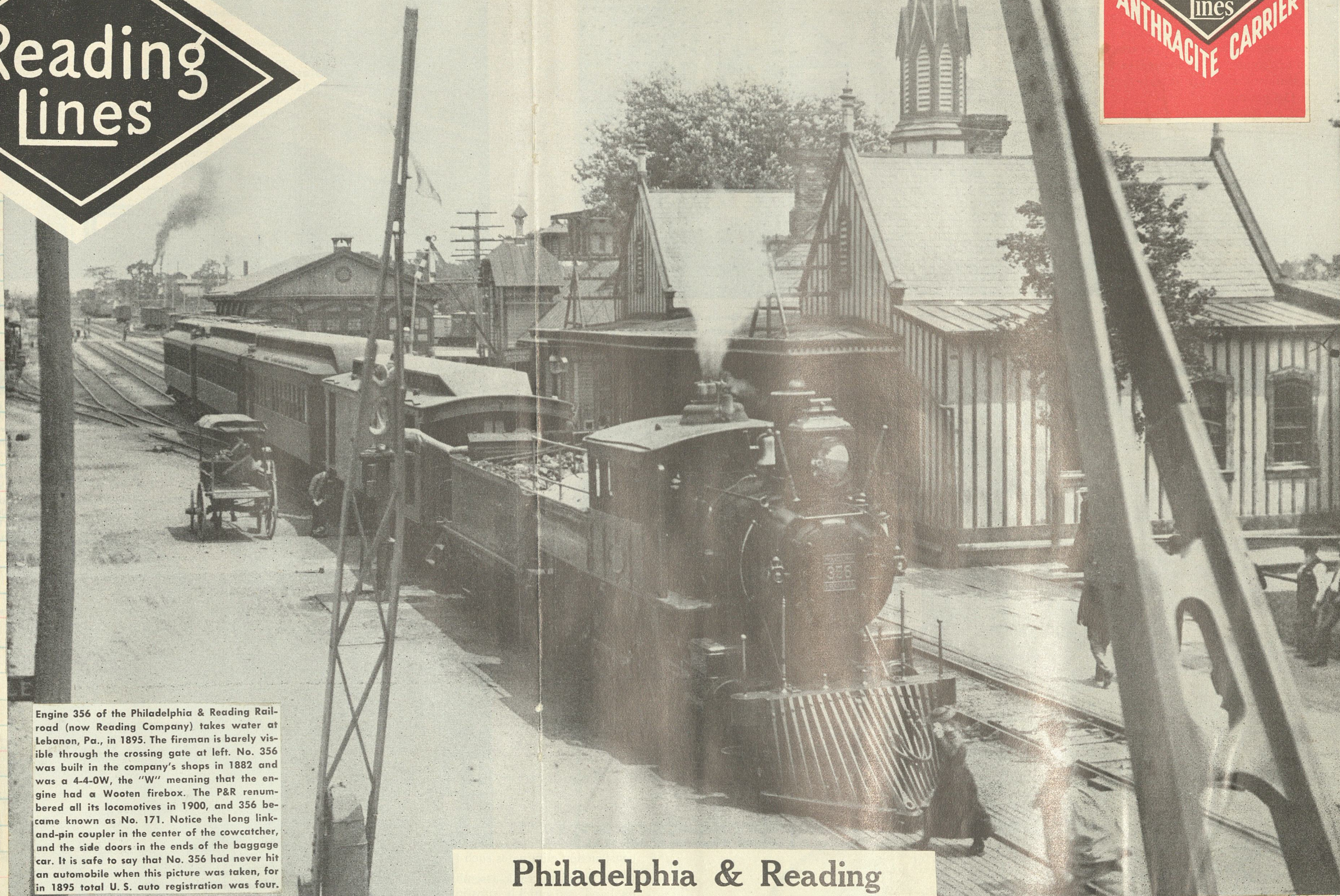
Class. No. Sold Amount Class. No. Sold Amount

Sold Amount

286

Reading
lines

AMERICA'S LARGEST
Reading
lines
ANTHRACITE CARRIER



Engine 356 of the Philadelphia & Reading Railroad (now Reading Company) takes water at Lebanon, Pa., in 1895. The fireman is barely visible through the crossing gate at left. No. 356 was built in the company's shops in 1882 and was a 4-4-0W, the "W" meaning that the engine had a Wooten firebox. The P&R renumbered all its locomotives in 1900, and 356 became known as No. 171. Notice the long link-and-pin coupler in the center of the cowcatcher, and the side doors in the ends of the baggage car. It is safe to say that No. 356 had never hit an automobile when this picture was taken, for in 1895 total U. S. auto registration was four.

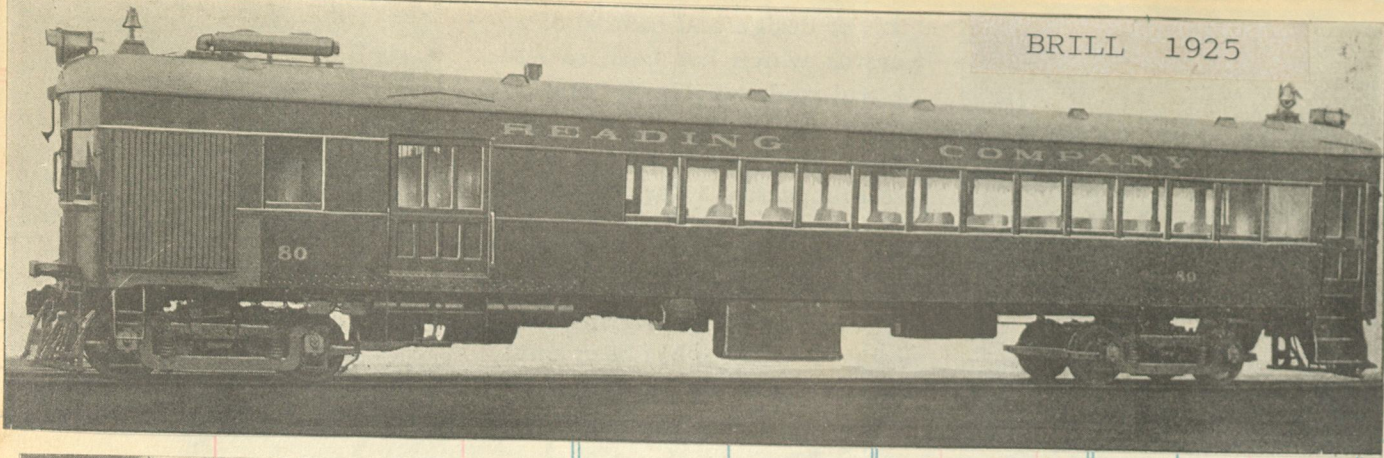
Philadelphia & Reading



Reading
lines

Baldwin 1914
410-419
c/n 41214

Reading D-11s 416, one of the world's heaviest 4-4-0s, was captured by the Morris lens near West Trenton, N. J. with Train 567 on October 18, 1930.



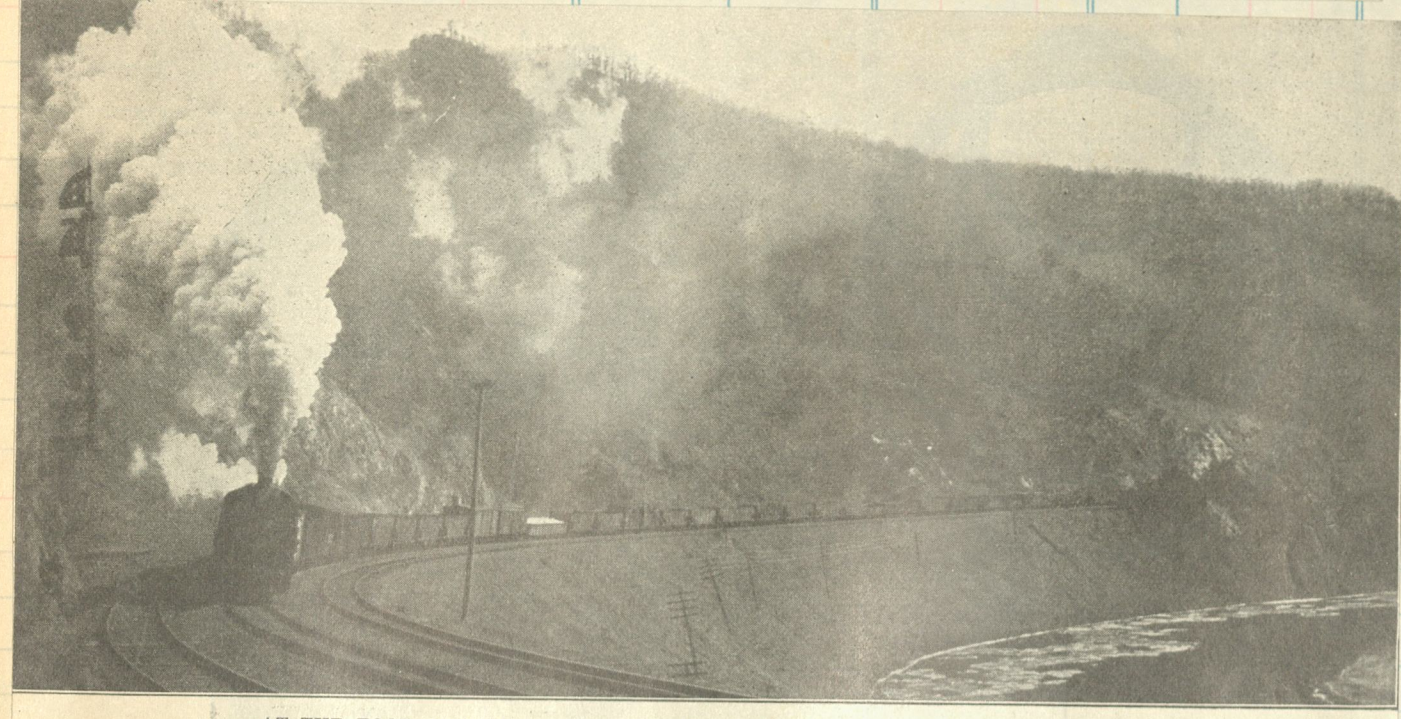
BRILL 1925

tem

los. No. Sold

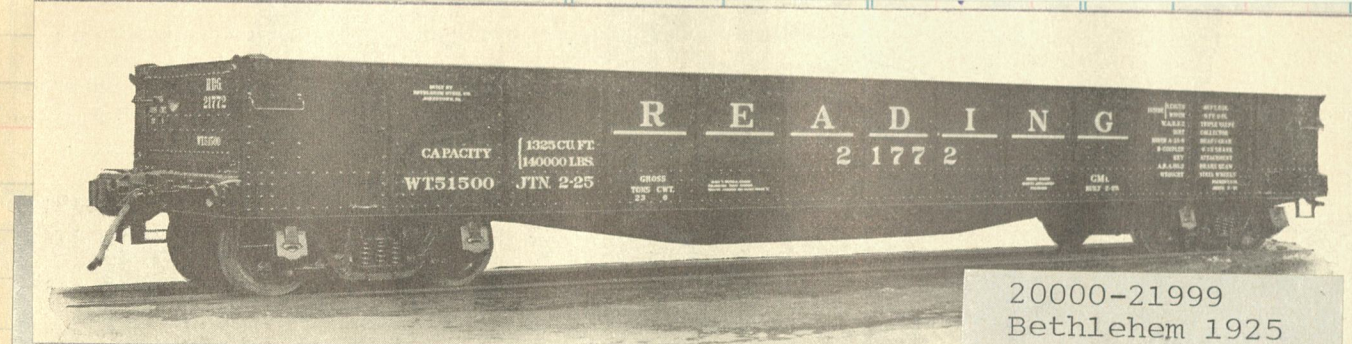


Amount Clos. No. Sold



AT THE FOOT OF NEVERSINK MOUNTAIN, ON THE MAIN LINE OF THE READING

An I-9sa 2-8-0 is charging up the Schuylkill valley with west bound tonnage near Klapperthall Jct.

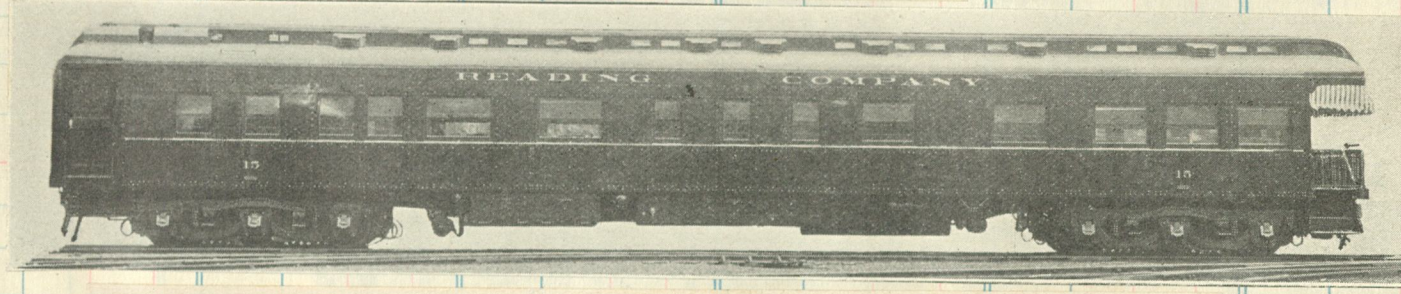


20000-21999
Bethlehem 1925



Mike 1737 c/n 44329 Baldwin 1916

Train No. 199—"QUEEN OF THE VALLEY"
Dining Club Car
Coaches
★ New York to Harrisburg
★ New York to Harrisburg



A 74 foot Business car built by Bethlehem in 1924



Jenkintown, Pa., eleven miles out from Market St. Terminal, as it appeared about 1900. Tracks curving to the left went to Bethlehem, those to the right is the main line to Jersey City.



Central Pennsylvania Chapter
The former Reading Railroad station in White Deer, Pa., was purchased by the Central Pennsylvania Chapter in September 1978. It is located along Route 15 on the former Catawissa branch of the Reading.

Central Pennsylvania Chapter
The White Deer station as it looks today. This building was constructed in 1917 after the first station burned. It was the transfer point between the White Deer & Loganton narrow gauge and Reading Company.



NINTH and GREEN STREETS TERMINAL

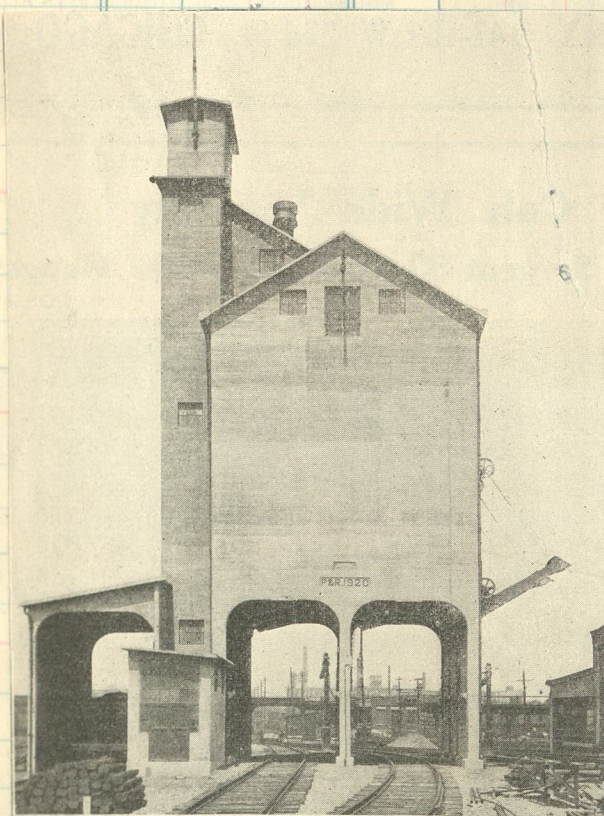
This photograph, taken in 1890, shows the old 9th & Green Streets passenger station in Philadelphia which was originally built in 1851 by the Philadelphia, Germantown & Norristown Railroad. This station became the terminal for the Philadelphia &

Reading Railroad when it leased the Philadelphia, Germantown & Norristown Railroad in 1870. The Ninth and Green Streets Terminal served as the Philadelphia & Reading central city station until 1893, when the present Reading Terminal was completed.

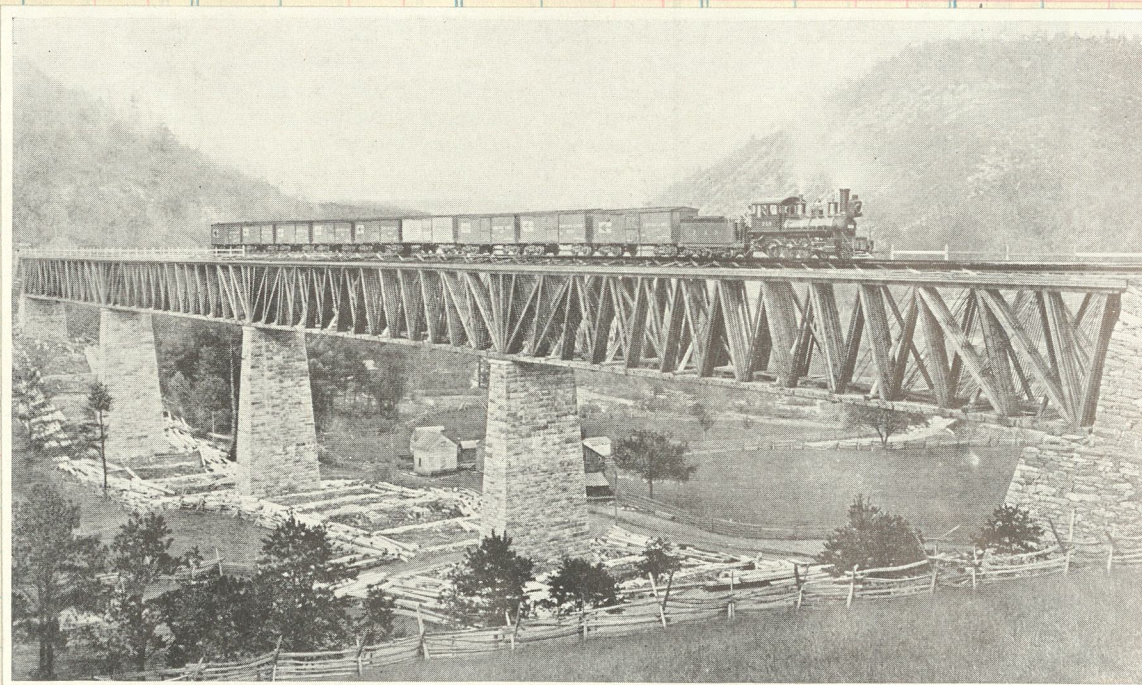


The Past and Present in Coal Cars on the Reading

1921



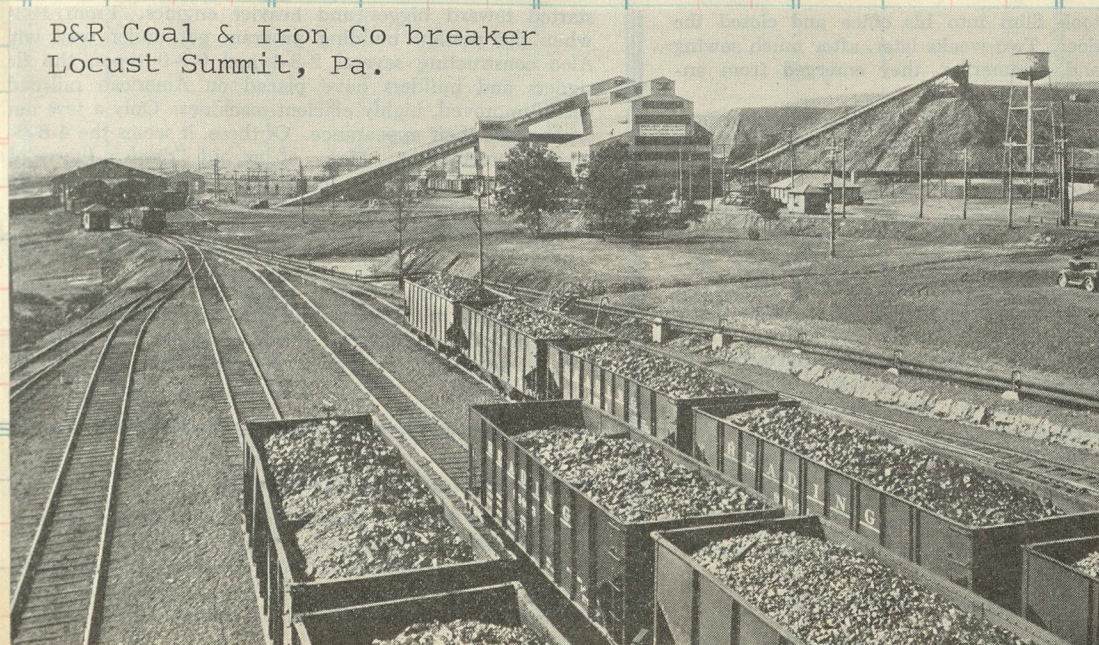
600-ton capacity all Reinforced Concrete, three-pocket, three-track, automatic electric Locomotive Coaling and Sarding Plant, designed and built by us for the Philadelphia & Reading Ry. Co., at Philadelphia, Pa.



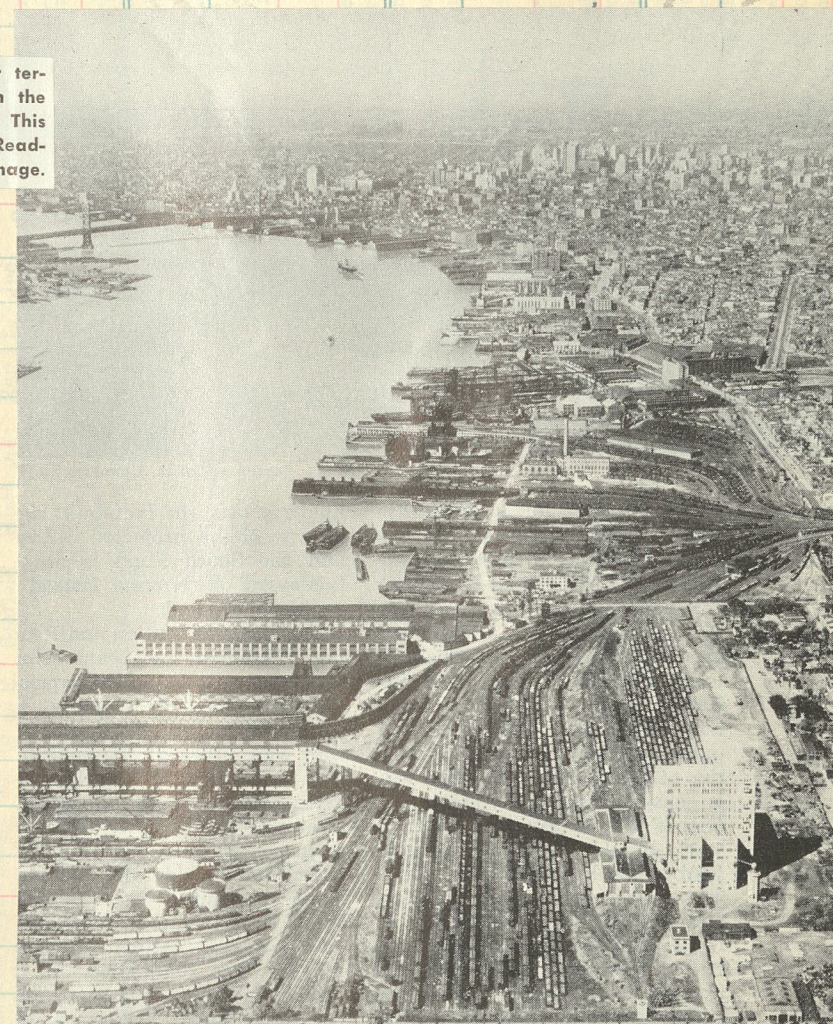
A Mountain Freight on the Catawissa Branch

The Mainville Bridge, shown in the illustration above, was one of eight spans on the Catawissa Railroad. In 1872 the line was leased to the Philadelphia and Reading Railroad Company and is now known as the Catawissa Branch. In 1929 the track was relocated near the former site of this bridge and filled with 405,253 cubic yards of material. Locomotive 249, on the bridge, was formerly the *Valentia*.

P&R Coal & Iron Co breaker
Locust Summit, Pa.

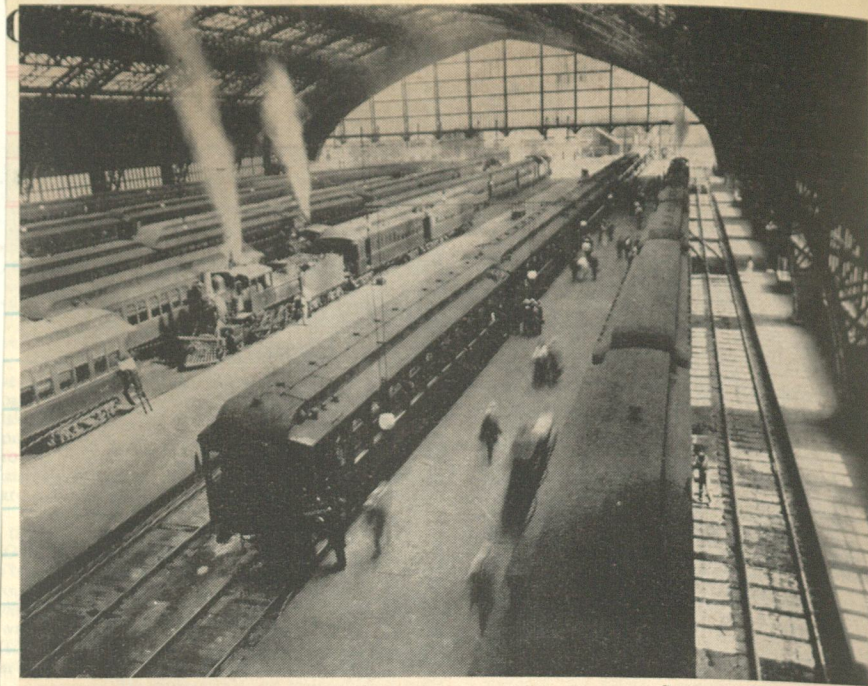
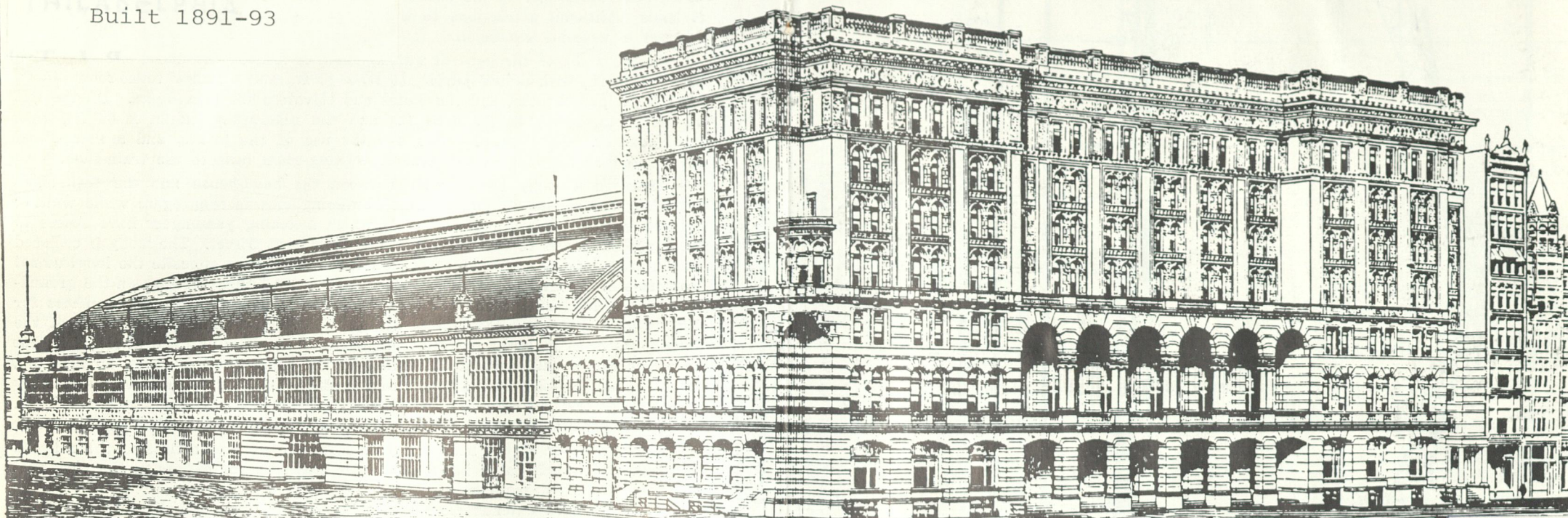


Port Richmond, largest tidewater terminal in the U. S., is located on the Delaware River in Philadelphia. This huge freight facility, pride of the Reading, accounts for much of its tonnage.



19440-19549

READING TERMINAL
MARKET STREET
PHILADELPHIA
Built 1891-93

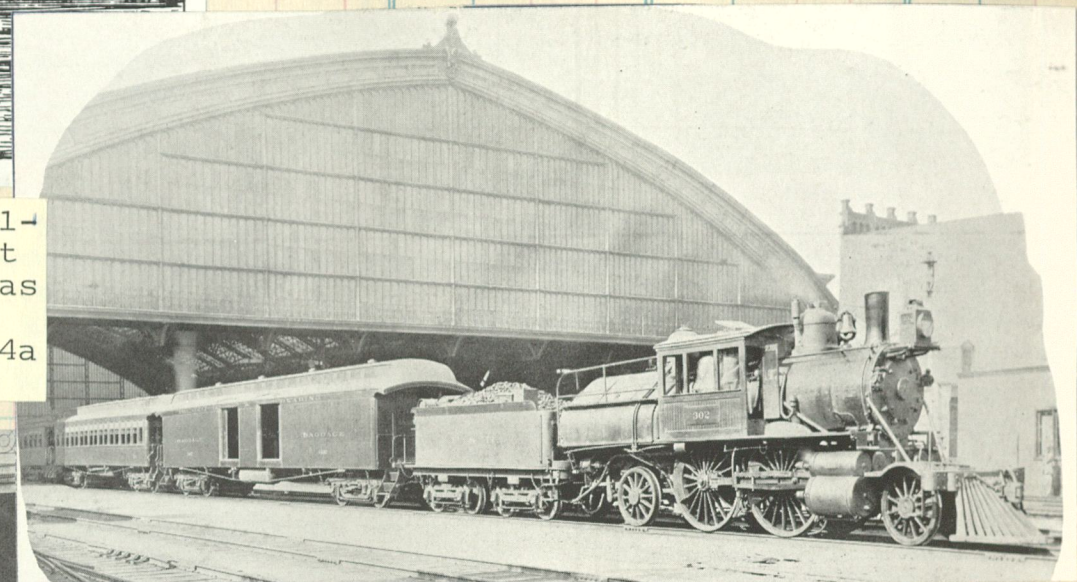
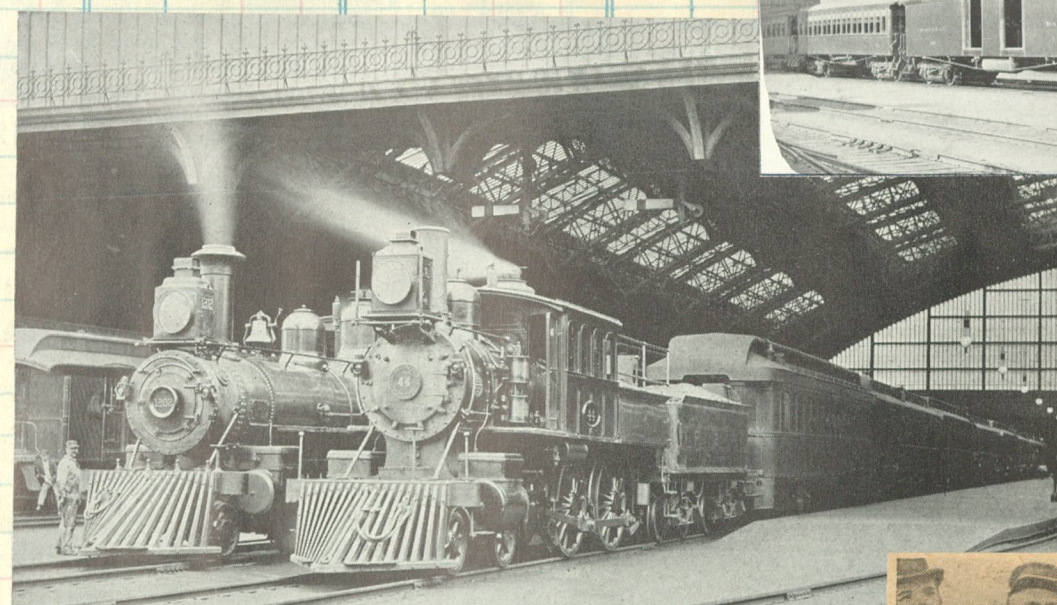


Courtesy Reading Railroad

The age of steam is personified in this striking photograph of the interior of Reading Terminal, Philadelphia, shortly after it was opened in 1893. Note passengers rushing to board the "Special Train for Eaglesmere" in the Pocono Mountains, waiting to leave on Track No. 3. Another train, drawn by the famous "camelback" locomotive, has just arrived on Track No. 5.



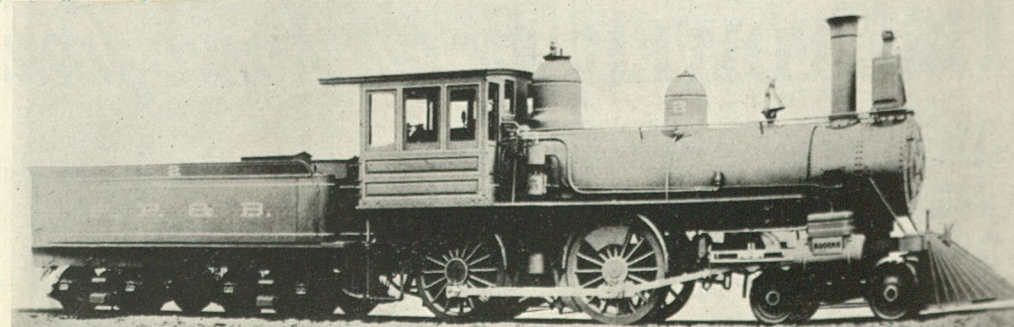
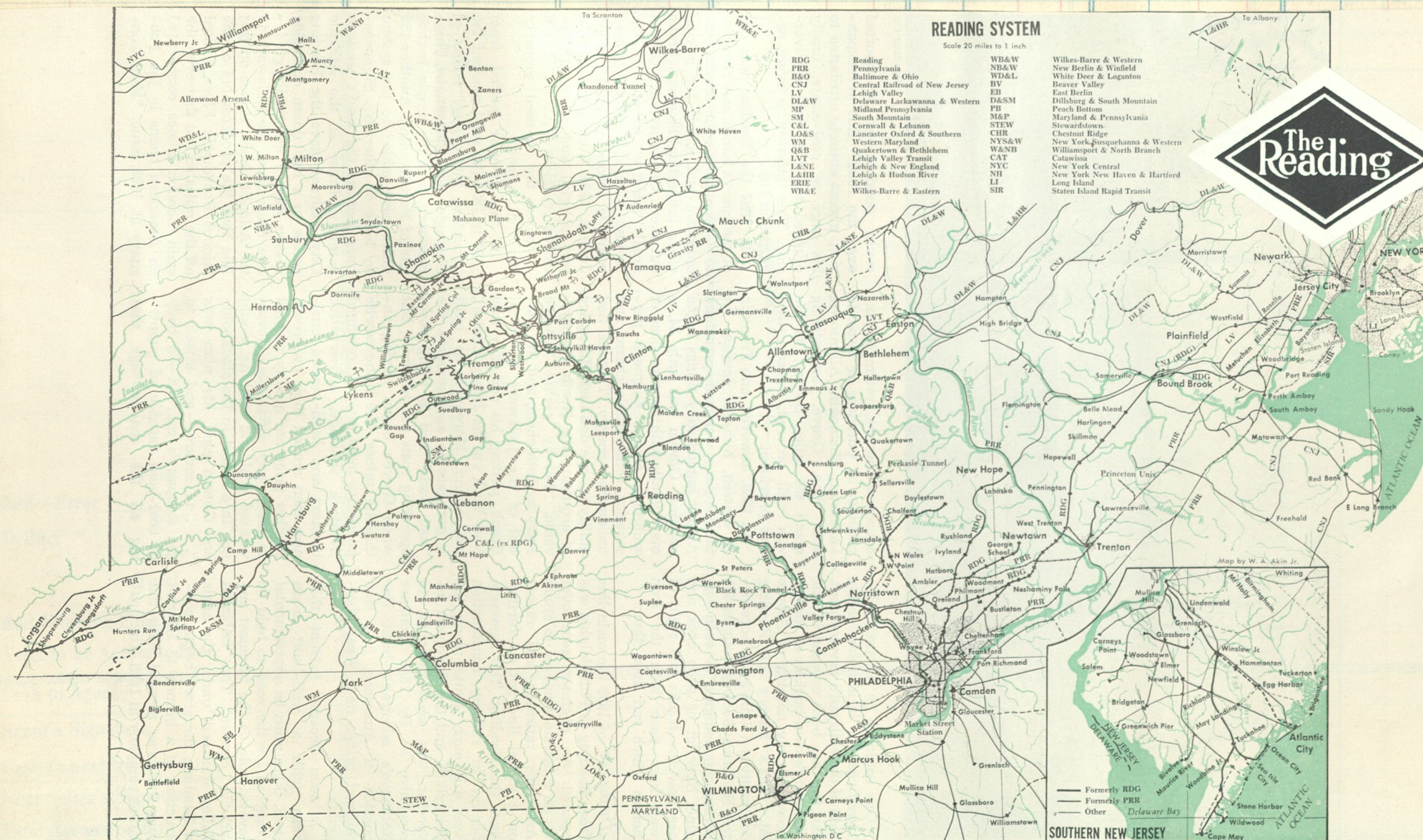
#302, one of the high wheeled Columbia type (2-4-2) ready to depart Market St for Jersey City. Built as #619 by Baldwin in 1892. Noed 302 in 1900. Reblt to 2-6-0 class N-4a 1904. Renoed 303 in 1908 Ret 1909



Shortly before the turn of the century two trains line up at Market St. Term. On the left 1202 was former #3 of the Pennsylvania, Poughkeepsie & Boston. Blt by Rogers 1889. Baldwin delivered #44 in 1883. Renoed 149 in 1900 and was rebt 1901. Retired in 1921

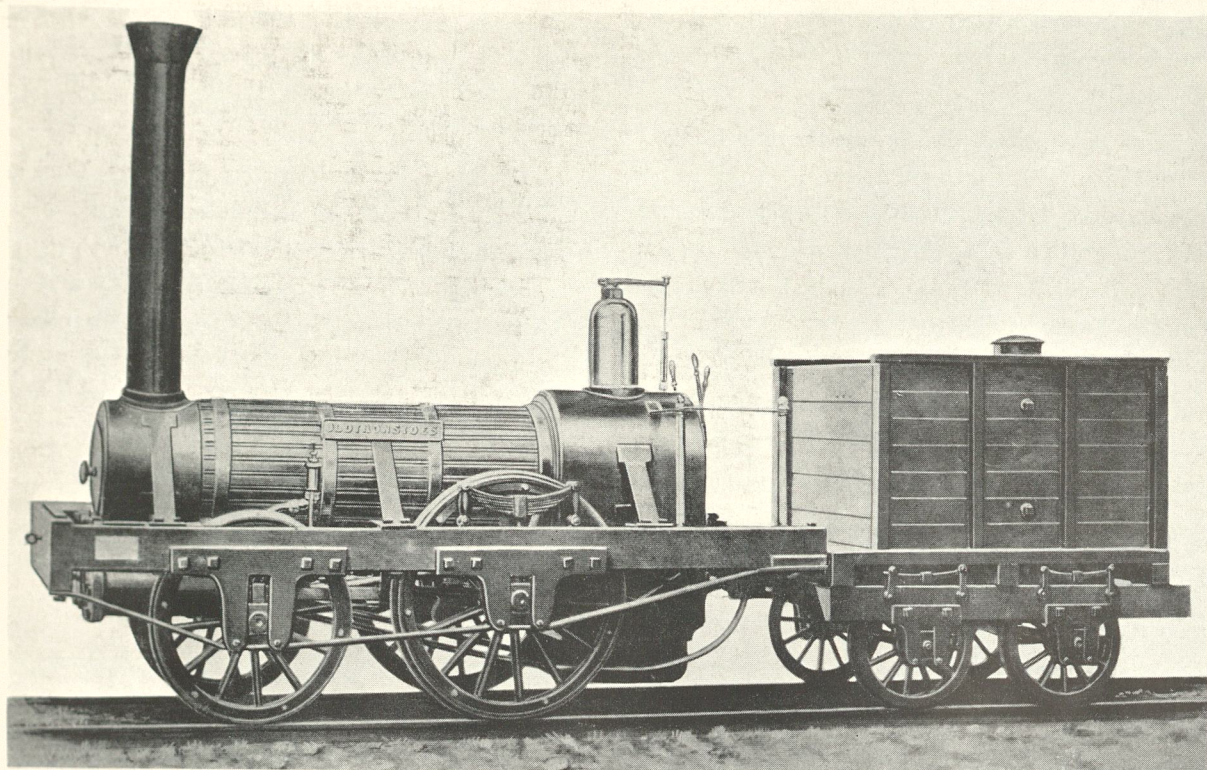


Photo (made at Reading Terminal, Phila.) from George M. Hart
FIFTY YEARS AGO the walrus mustache was standard equipment. There's only one clean-shaven fellow in this bunch of Philadelphia & Reading passenger conductors, North Penn Division, and he looks positively naked



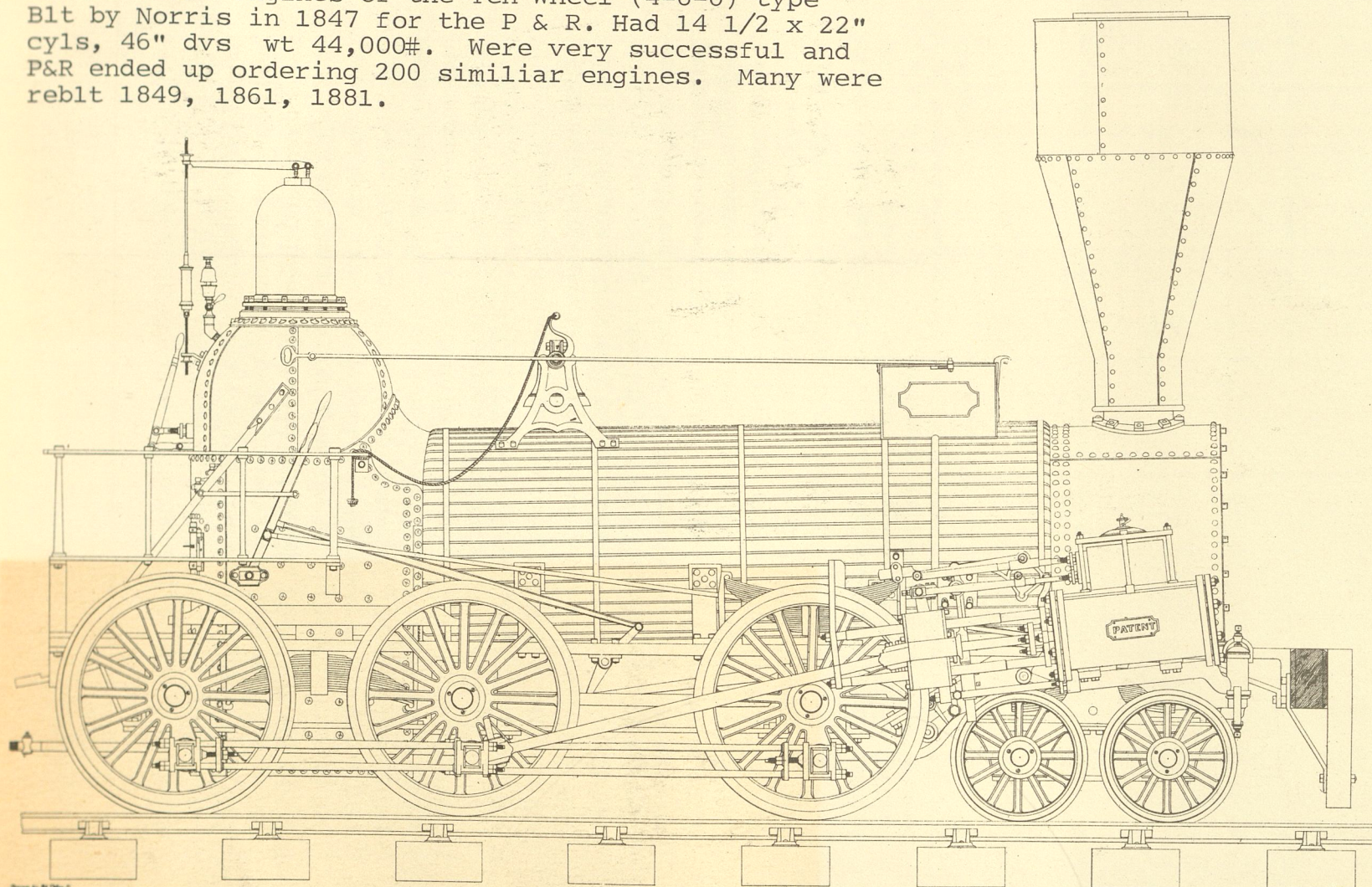
ROGERS LOCOMOTIVE COMPANY
PATENTON NEW JERSEY - UNITED STATES OF AMERICA

Pennsylvania, Poughkeepsie & Boston No. 2 was built by Rogers in 1889, went to Philadelphia & Reading in 1891, rebuilt to Camelback No. 231 in 1897, was scrapped in 1926.
Collection of Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138

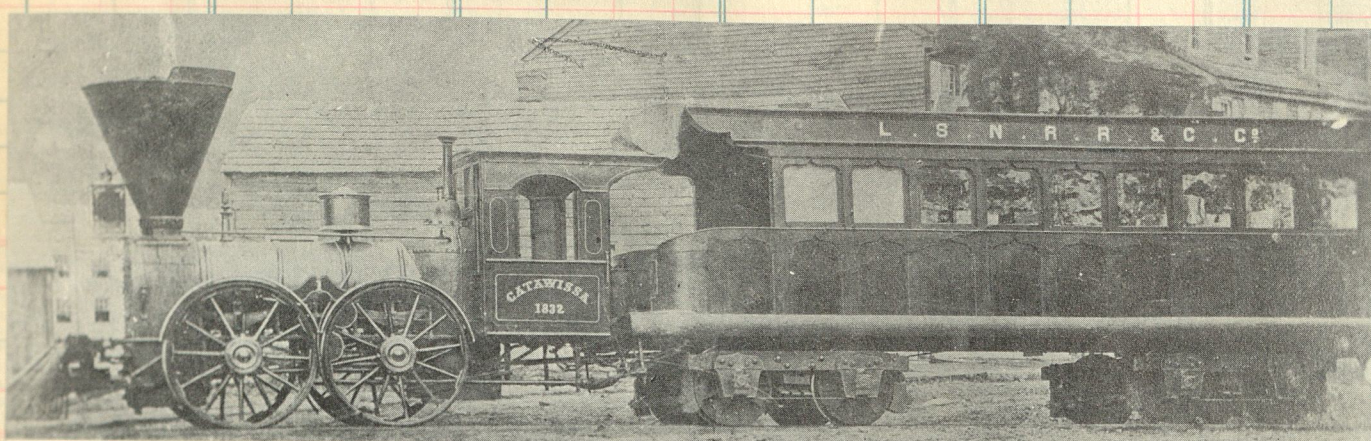


Philadelphia, Germantown & Norristown Baldwin 1832
OLD IRONSIDES

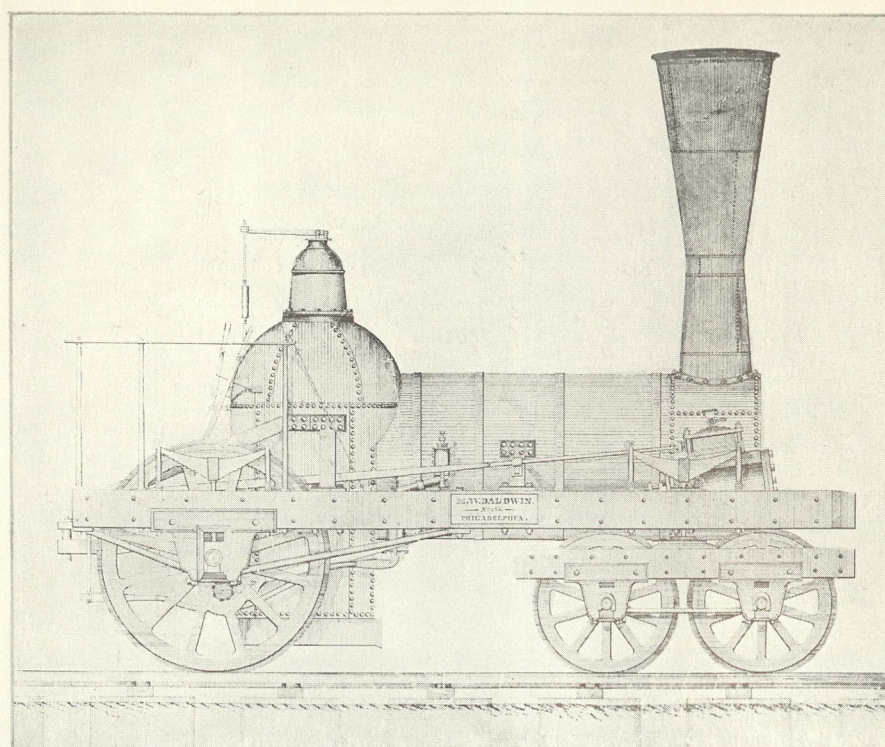
The first engines of the Ten Wheel (4-6-0) type B1t by Norris in 1847 for the P & R. Had 14 1/2 x 22" cyls, 46" dvs wt 44,000#. Were very successful and P&R ended up ordering 200 similiar engines. Many were reb1t 1849, 1861, 1881.



NORRIS BROTHERS 10 Wheel Freight Engine - Manufactured at their Works in PHILADELPHIA. PA.



The Catawissa was built in 1833 by Bury, Liverpool, England. It was put in service on the Little Schuylkill Navigation R.R. and Coal Co. March 9, 1833. This road was taken over by the Philadelphia & Reading Railroad, April 1, 1863. This engine weighed 8.4 tons and when it came from England was accompanied by a man by the name of Mann who ran it. He lived in Tamagua and finally died there. It is now a part of the Reading Co. The Little Schuylkill Navigation R.R. and Coal Co. is 19 miles long, Port Clinton to Tamaqua, Pa.



NEVERSINK

This locomotive, the first to run on the Philadelphia and Reading Railroad, was built in 1836 by M. W. Baldwin, being the 40th locomotive constructed in his shops. It was delivered sometime in 1837, but did not enter regular service until April, 1838. The general design is illustrated by the above drawing, the

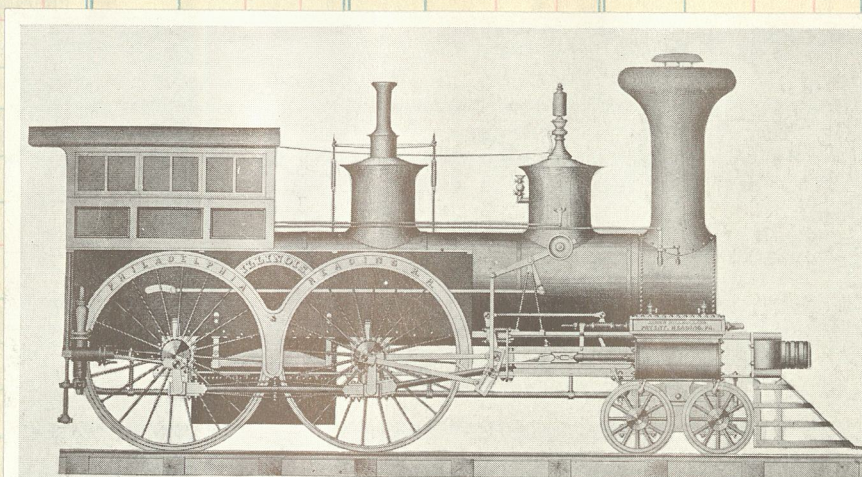
original of which was made by Henry R. Campbell, Chief Engineer of the Philadelphia, Germantown & Norristown R. R.

The *Neversink*, representing a general type built by Baldwin during the years 1834 to 1842, was a 4-2-0 with a leading four-wheeled truck and a single pair of driving wheels back of the firebox. The cylinders were inside, connected to a half-crank axle, the crank pin being inserted directly in the wheel center so the wheel itself might serve as the outer arm of the crank. The engine burned wood and was equipped with a firebox of the Bury or hay-stack pattern.

The *Neversink* had 10 1/2" x 16" cylinders and 54" drivers. It weighed 22,950 lbs., in working order, and carried 12,198 lbs. on the drivers. The steam pressure was 120 lbs.

On March 12, 1839, the *Neversink* hauled a train of 44 single cars and one double car from Reading, Pa., to Bridgeport, Pa. The total weight of the train, including the engine and tender, was 223 tons, and the length of the entire train, 595 feet. The 40-mile trip was made in 3 hours and 56 minutes, including stops, and the average speed was 12 3/4 miles an hour. 1.3 cords of wood and 995 gallons of water were consumed.

The *Neversink* was rebuilt into an 0-6-0 locomotive in 1846. Later that year it was destroyed by an explosion.



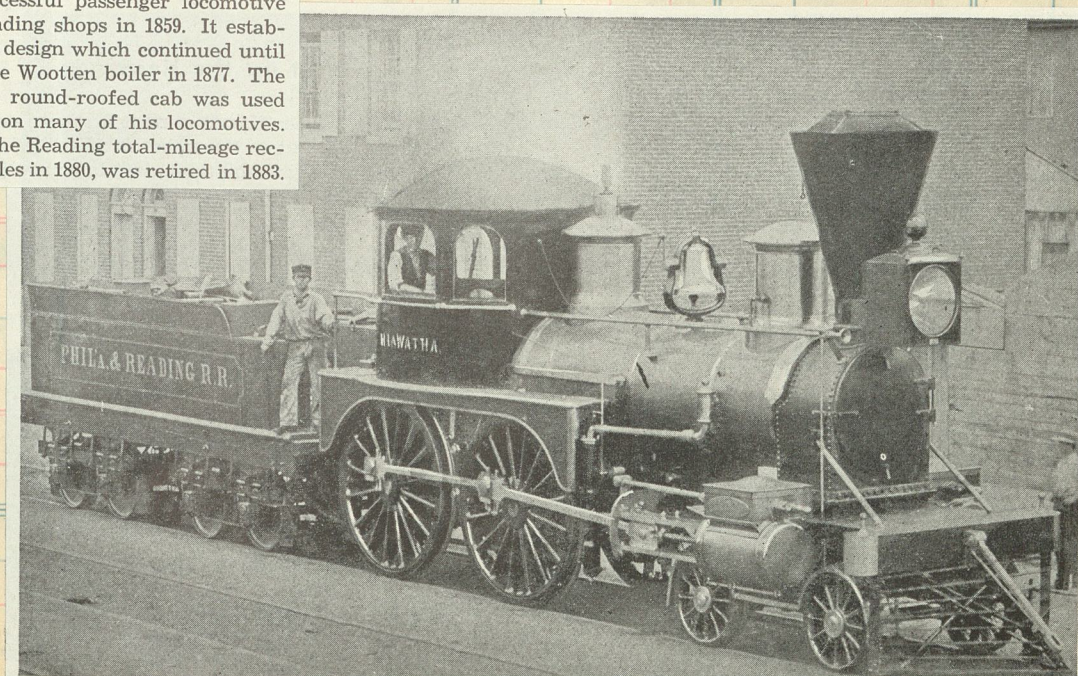
ILLINOIS

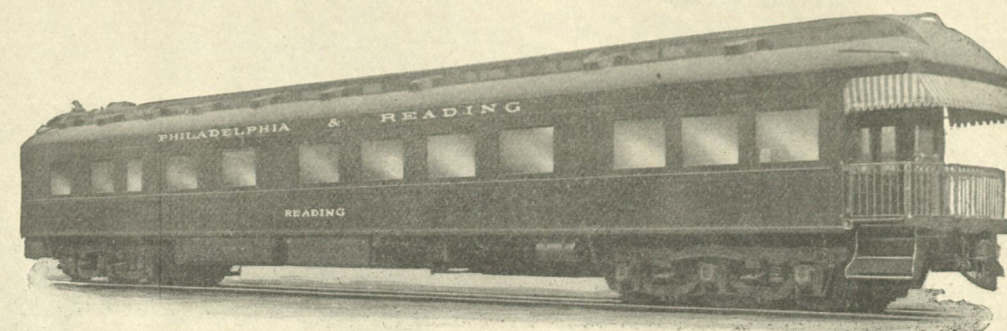
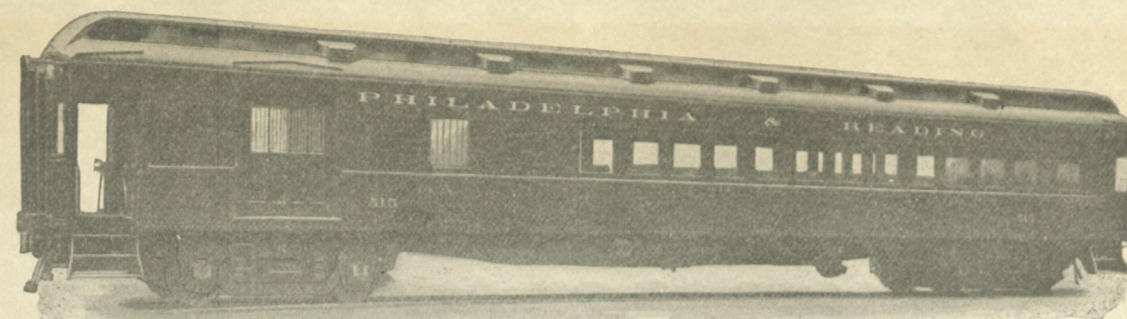
The *Illinois*, built by the Philadelphia & Reading Shops in May, 1852, weighed 27.7 tons. A duplicate locomotive was named *Michigan*. These locomotives had forged iron driving wheels seven feet in diameter, and an unusual arrangement of Stephenson link motion, driven from a double-return crank and placed outside the rods. This was possibly the first application of an outside motion.

The *Illinois* was run on Main Line Passenger trains from 1852 to 1856, and on the Main Line Market Train from 1857 to 1860. In 1861 it was rebuilt into a new locomotive.

Hiawatha.

Millholland-designed, the *Hiawatha* was a remarkably successful passenger locomotive built at the Reading shops in 1859. It established a general design which continued until the advent of the Wooten boiler in 1877. The round-cornered, round-roofed cab was used by Millholland on many of his locomotives. *Hiawatha* held the Reading total-mileage record of 720,727 miles in 1880, was retired in 1883.





Bethlehem-Built Railway Passenger Equipment Cars for the Philadelphia and Reading

BETHLEHEM SHIPBUILDING CORPORATION, LTD., BETHLEHEM, PA.

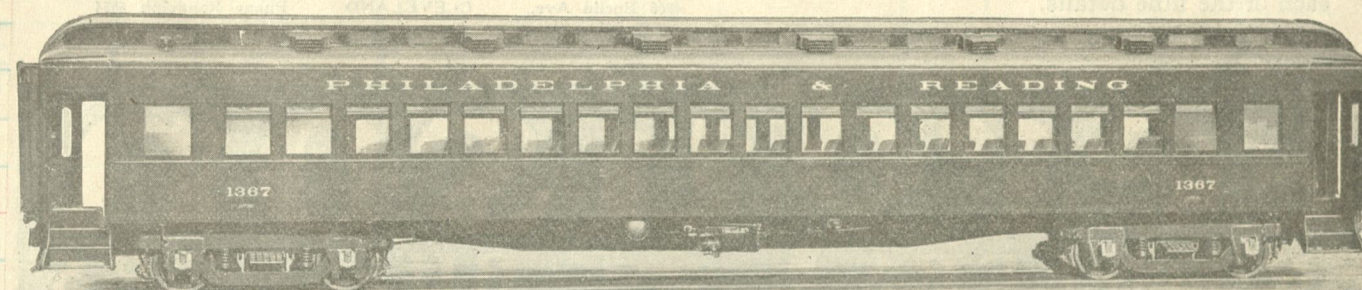
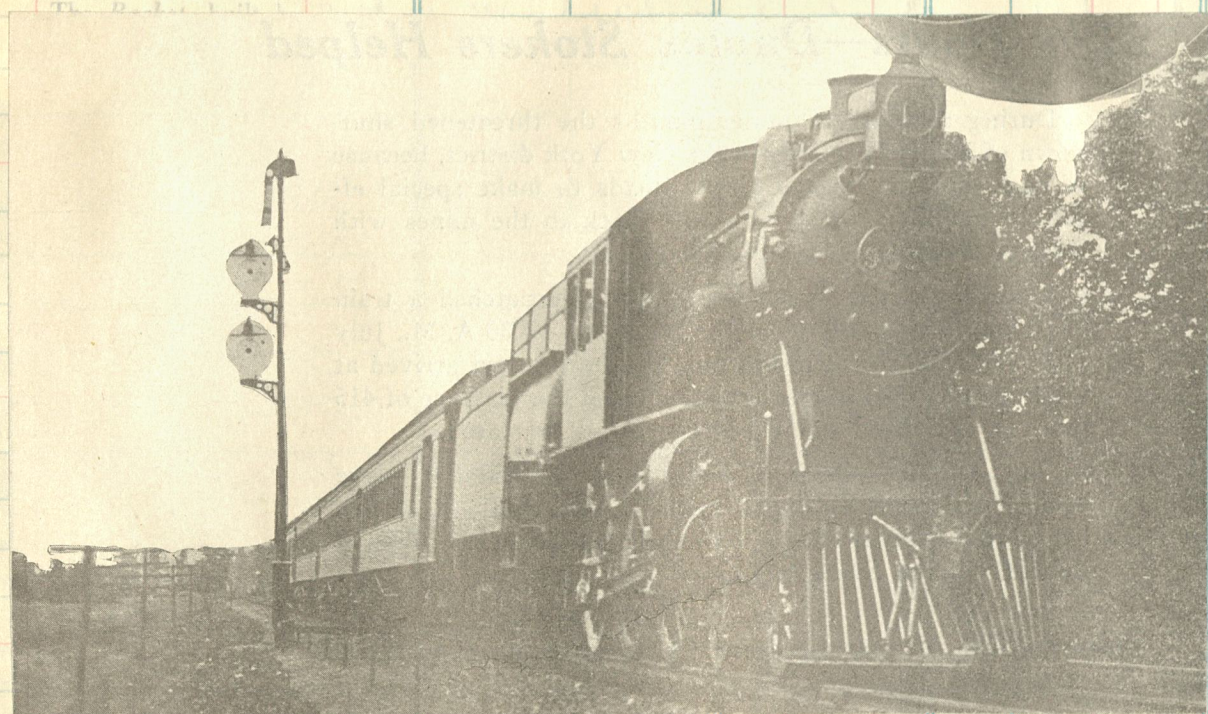
General Sales Offices: NEW YORK CITY

Car Works: HARLAN PLANT, WILMINGTON, DEL.

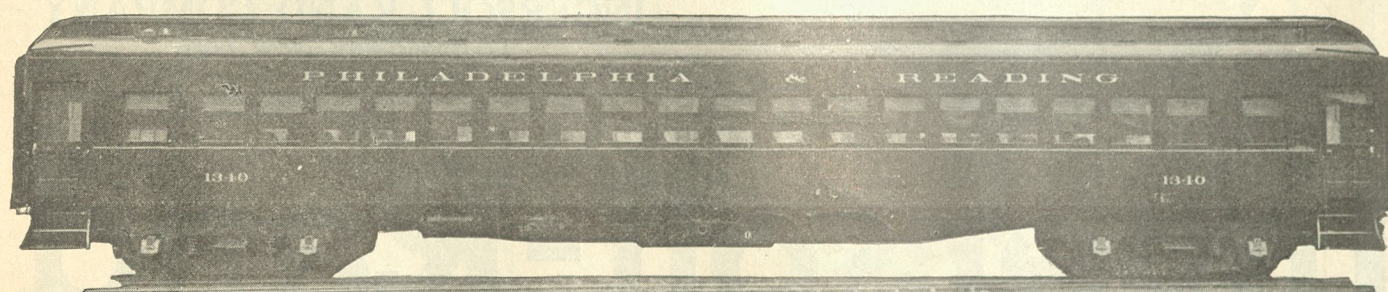
Formerly Harlan and Hollingsworth Corporation

Car Builders Since 1836

1923



1923

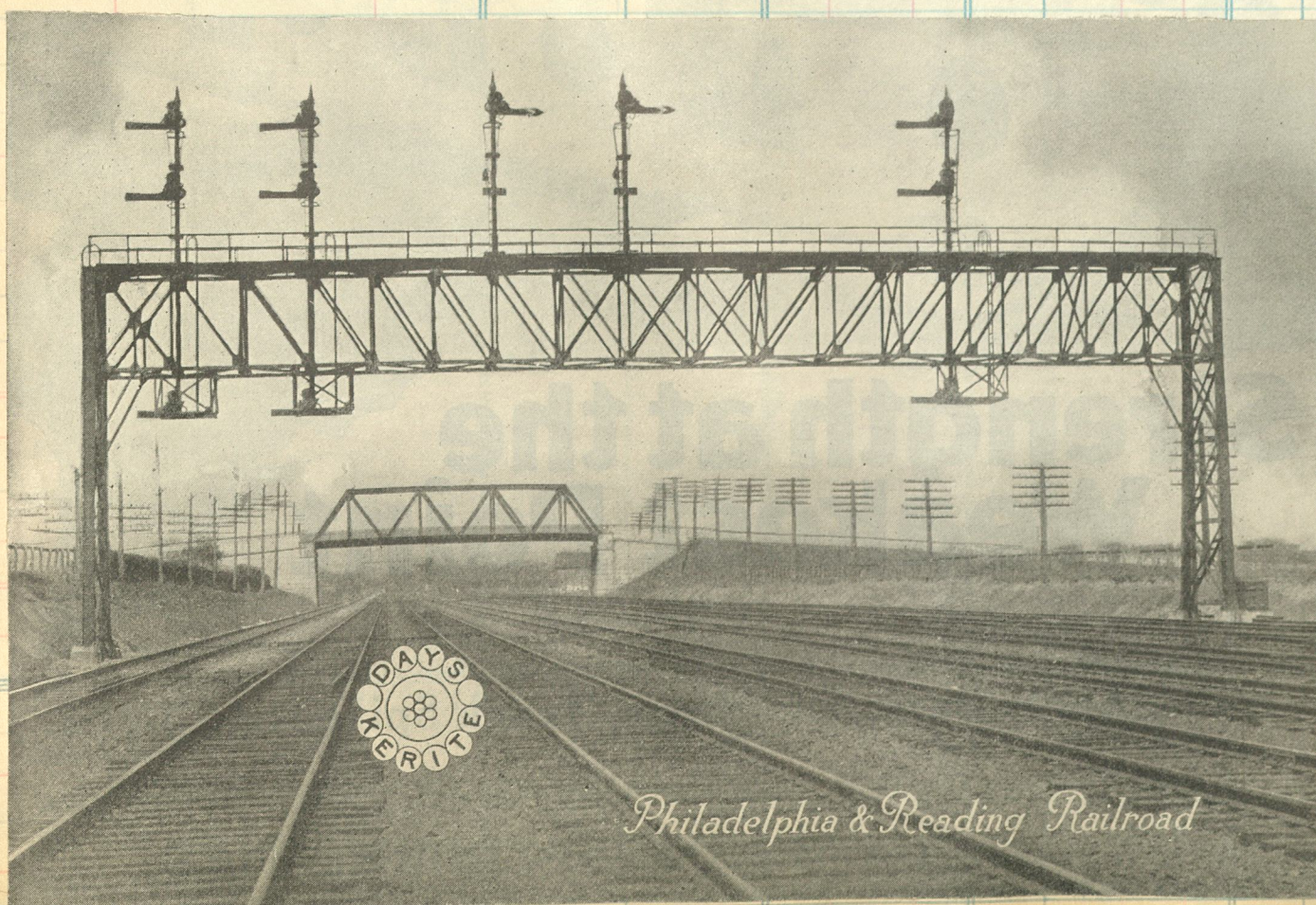


19885-19984



40-Ton Refrigerator Car with Outside Steel Frame Built for the Philadelphia & Reading by the American Car & Foundry Company

1923



1922

One of the Philadelphia & Reading New Coal Cars

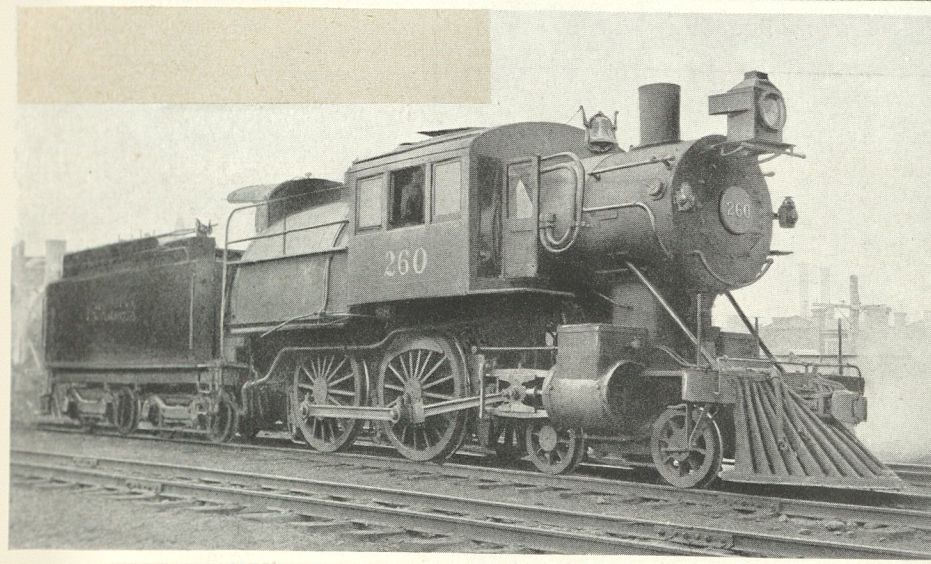
Two thousand of these cars have been delivered by the American Car & Foundry Company, Midvale Steel Company, Pressed Steel Car Company and Standard Steel Car Company. They have a capacity of 70 tons and are equipped with empty and load brake and vent valve.



Rice's Railroadograph Collection.

A RATHER RARE SIGHT—two Mother Hubbard American-type locomotives on a freight train — was recorded on the Philadelphia & Reading at an unknown locale in the early '20's, perhaps around the time P&R merged into the Reading in 1923. The 1902 Baldwin 4-4-0's, Nos. 272 and 274, are dragging a string of empties up a slight grade past a Hall disk signal.

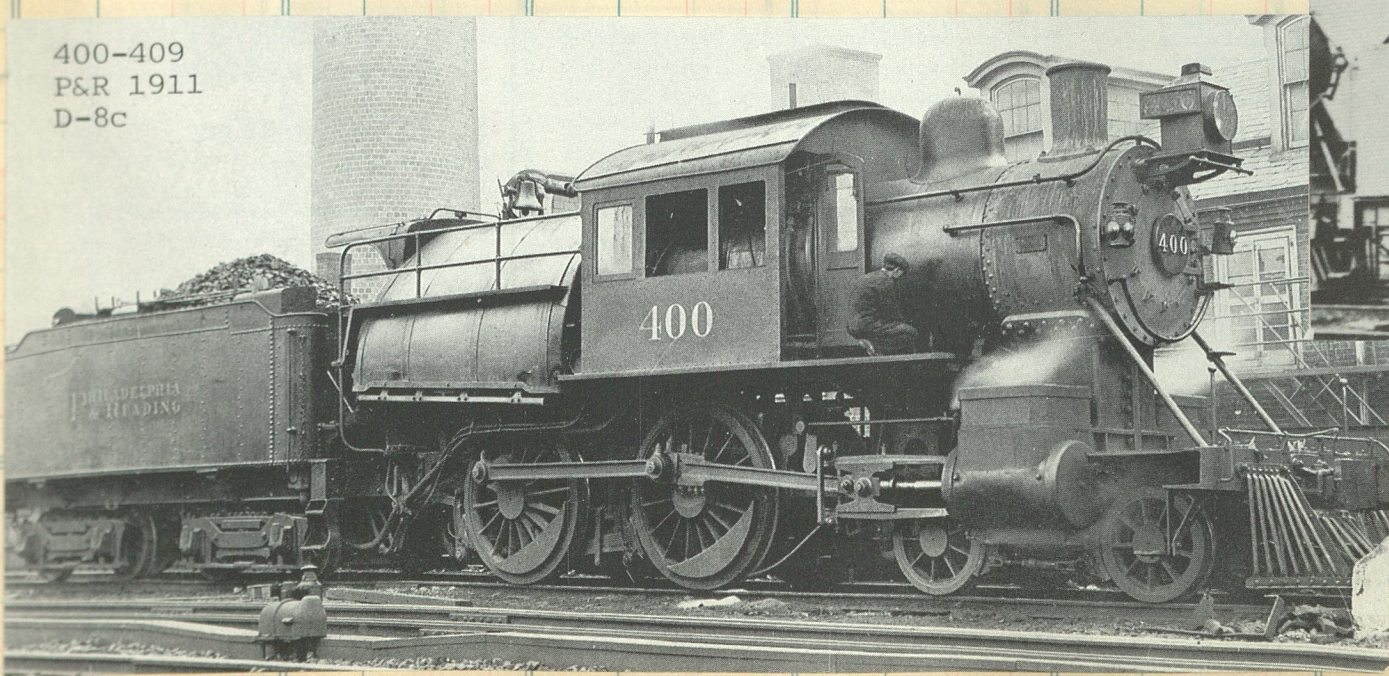
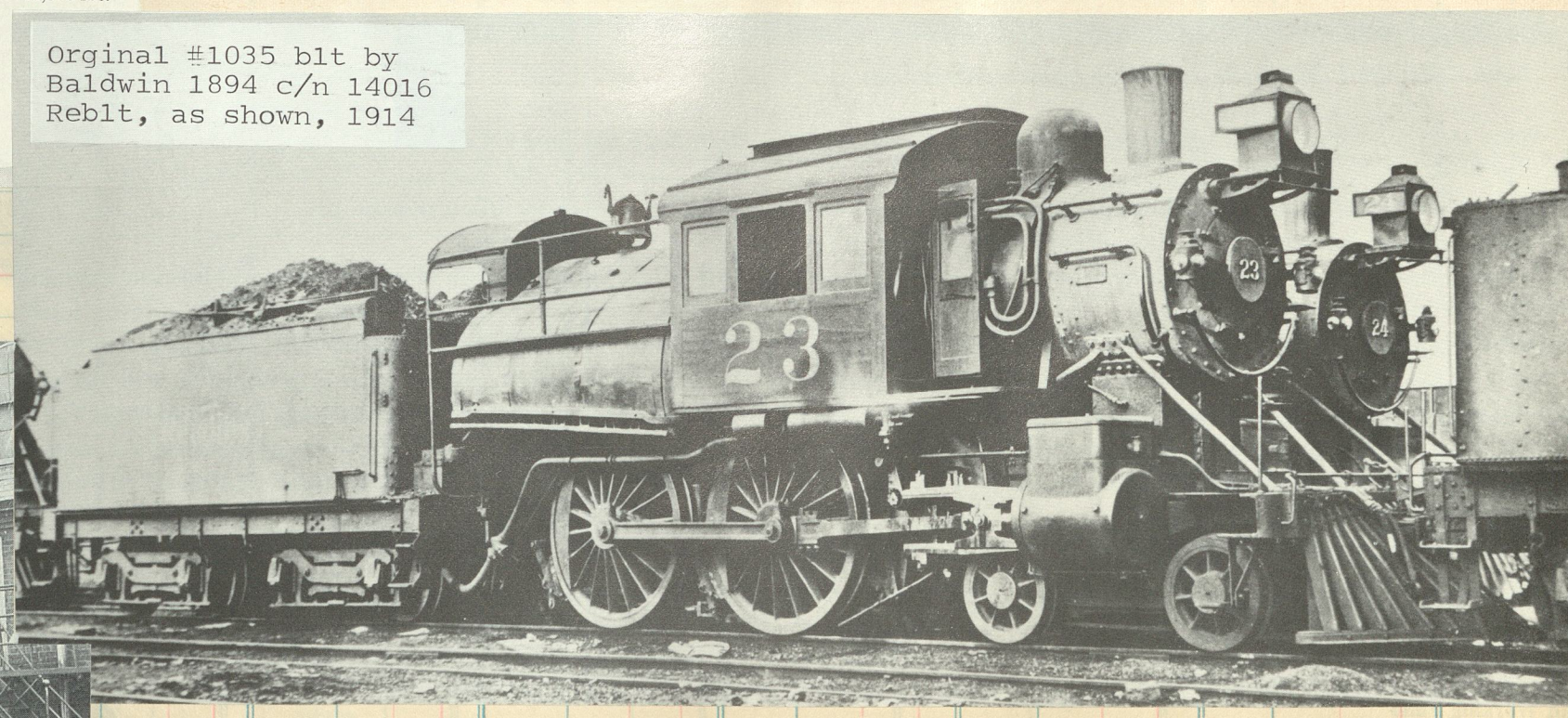
20588
20590



Cylinders21" x 22"
Drivers68½"
Boiler Pressure200 lbs.
Grate Area76 sq. ft.
Heating Surface1,941 sq. ft.
Weight on Drivers.....89,000 lbs.
Total Weight135,000 lbs.
Tractive Force21,800 lbs.

Original #1035 blt by
Baldwin 1894 c/n 14016
Reblt, as shown, 1914

260-269 c/n 18894 Baldwin 1901



400-409
P&R 1911
D-8c

One of the seven [3003-3009] 2-10-2's built at the Reading Shops 1929. All were reconstructed from 2-8-8-2's, the 3004 was former #1806.

#3000 ex #1801 2-8-8-2
Blt by RDG March 1927

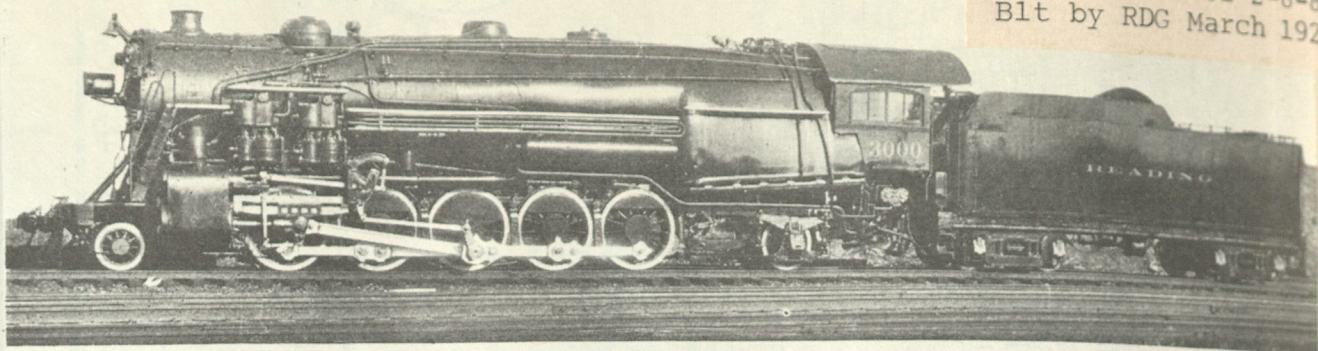


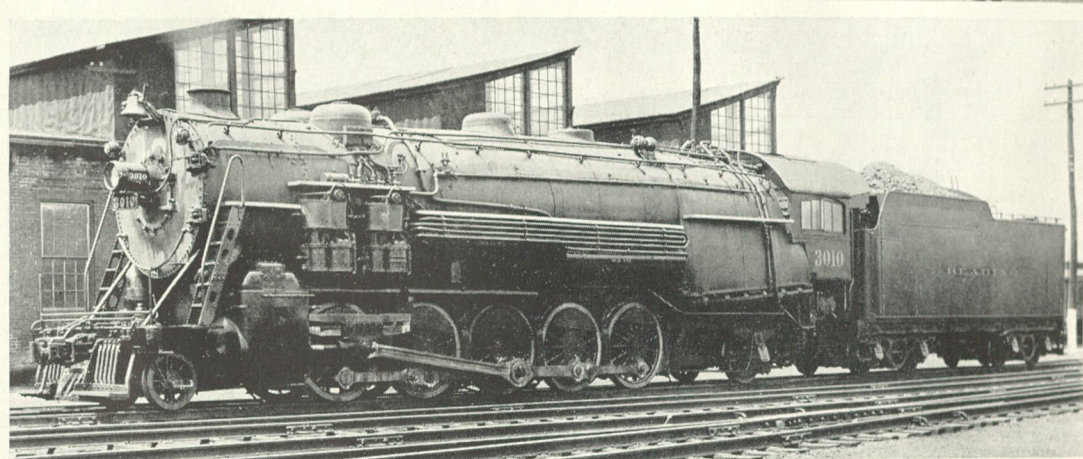
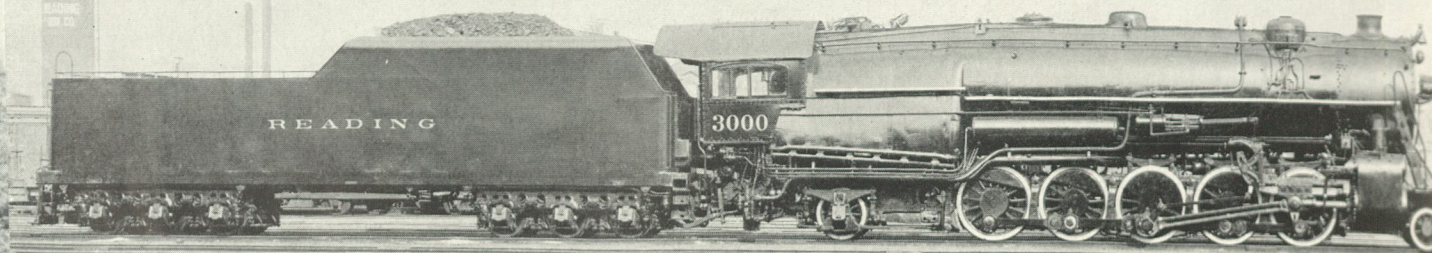
Fig. 121—Reading 2-10-2 (Santa Fe) Type Locomotive for Freight Service. Converted by the Reading from 2-8-8-2 Type.

(See also Fig. 124)

Cylinders, diameter and stroke	30 1/2 in. x 32 in.	Driving wheel base	22 ft. 0 in.
Tractive force	90,900 lb.	Total engine wheel base	42 ft. 1 in.
Cylinder horsepower (Cole)	3,680 hp.	Fuel	Ant. and Bit. mix.
Drivers, diameter	61 1/2 in.	Grate area	108 sq. ft.
Weight on drivers	353,050 lb.	Steam pressure	220 lb.
Weight on front truck	31,075 lb.	Evaporative heating surface	5,502 sq. ft.
Weight on trailing truck	55,775 lb.	Superheating surface	1,840 sq. ft.
Total weight of engine	439,900 lb.	Tender capacity	12,000 gal., 18 tons

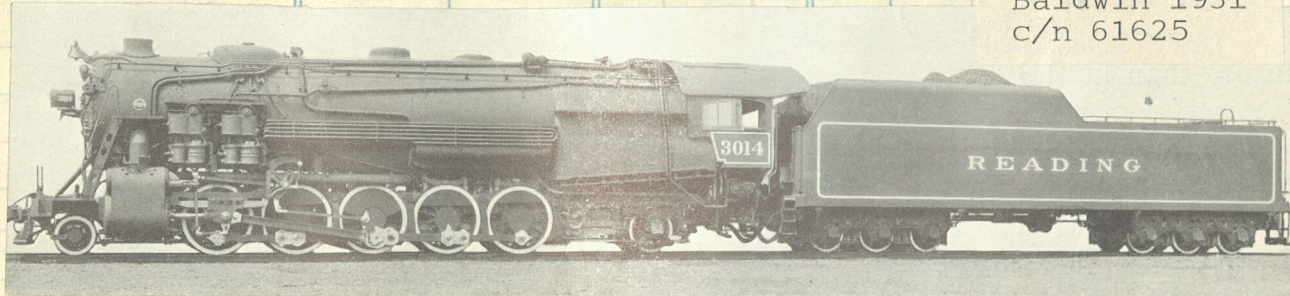


Reading's fat-boilered 2-10-2 No.3004 pours forth 92,500 lbs. tractive effort in moving a train up through Locust Gap, Pa., in July, 1953.



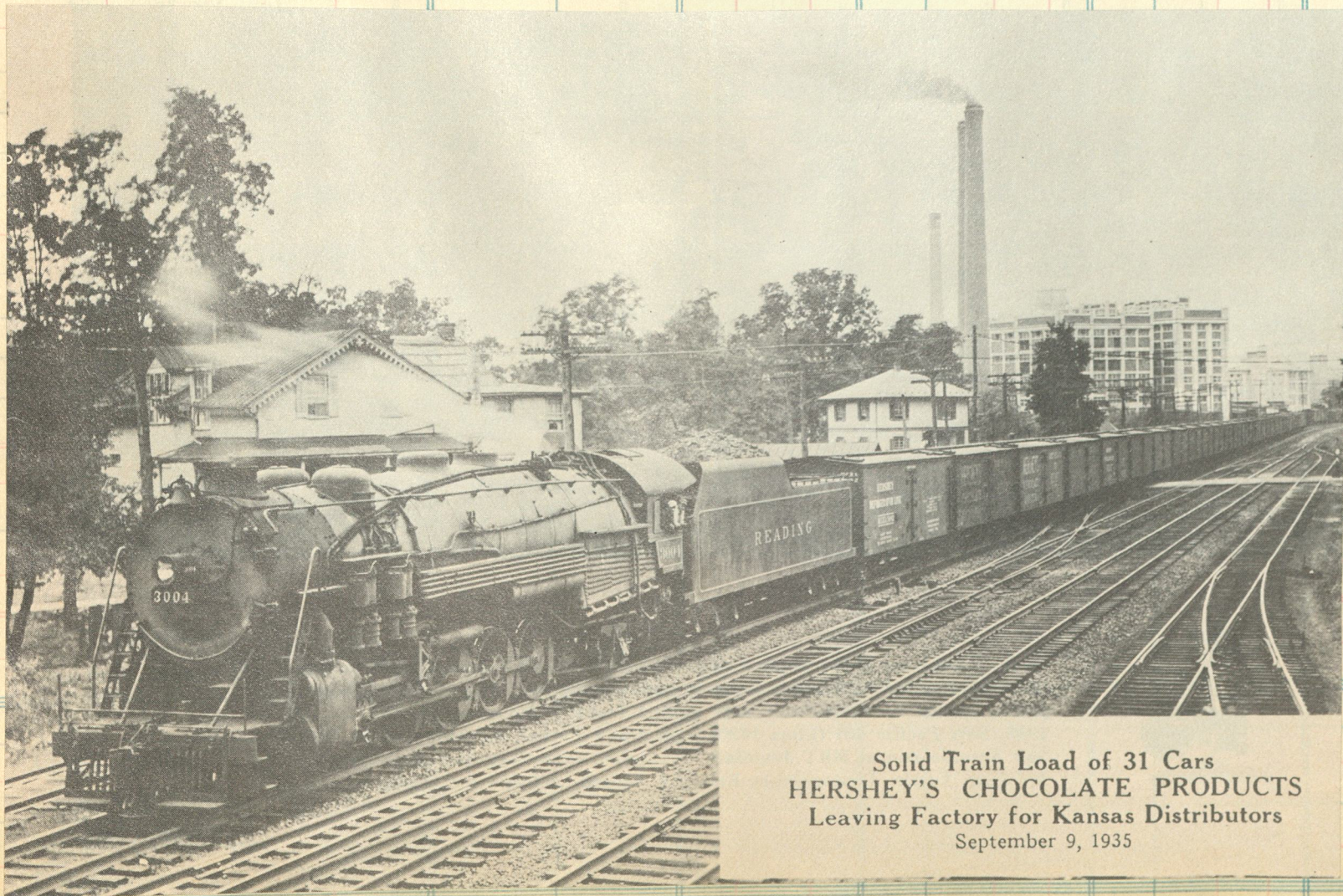
#3010 ex 1810 Reading Shops 1939
eqpt with Caprotti valve gear

3011-3020
Baldwin 1931
c/n 61625



2-10-2 Type Locomotive, Class K-1-SB, for Freight Service

Cylinders	30 1/2" x 32"	Tubes, number	5 1/2", 58; 2 1/4", 244	Wheel base, driving	22' 0"	Weight, total engine	451,000 lb.
Drivers, diam.	61 1/2"	" length	22' 3"	" " total engine	42' 1"	" " and tender	811,100 lb.
Boiler, diam.	92"	Grate area	108 sq. ft.	" " " and tender	95' 2 3/4"	Tank capacity	19,000 U. S. gal.
Steam pressure	225 lb.	Water heating surface	5472 sq. ft.	Weight on drivers	363,900 lb.	Fuel	26 tons
Firebox	144 7/8" x 108 1/4"	Superheating surface	1578 sq. ft.			Tractive force	92,500 lb.
Tubes, diam.	5 1/2" & 2 1/4"						



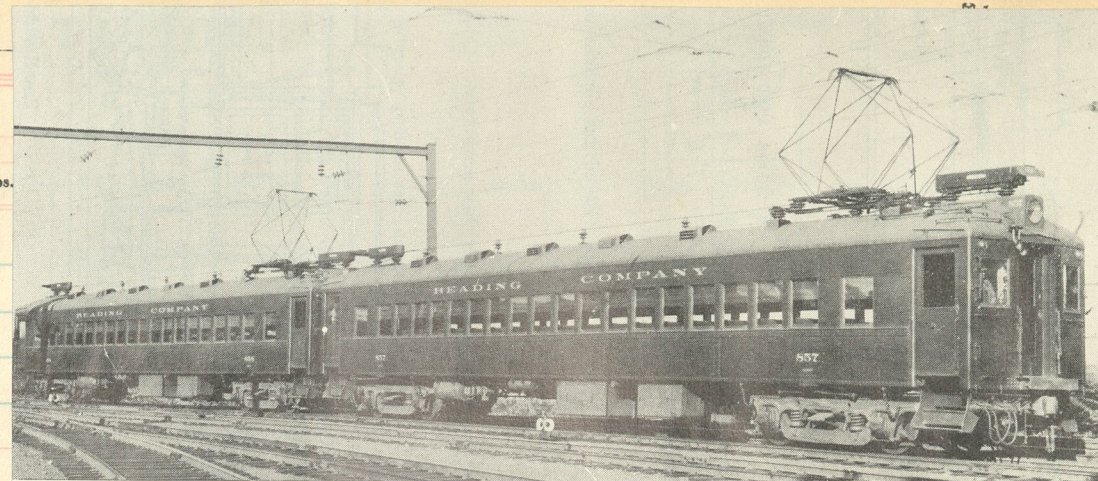
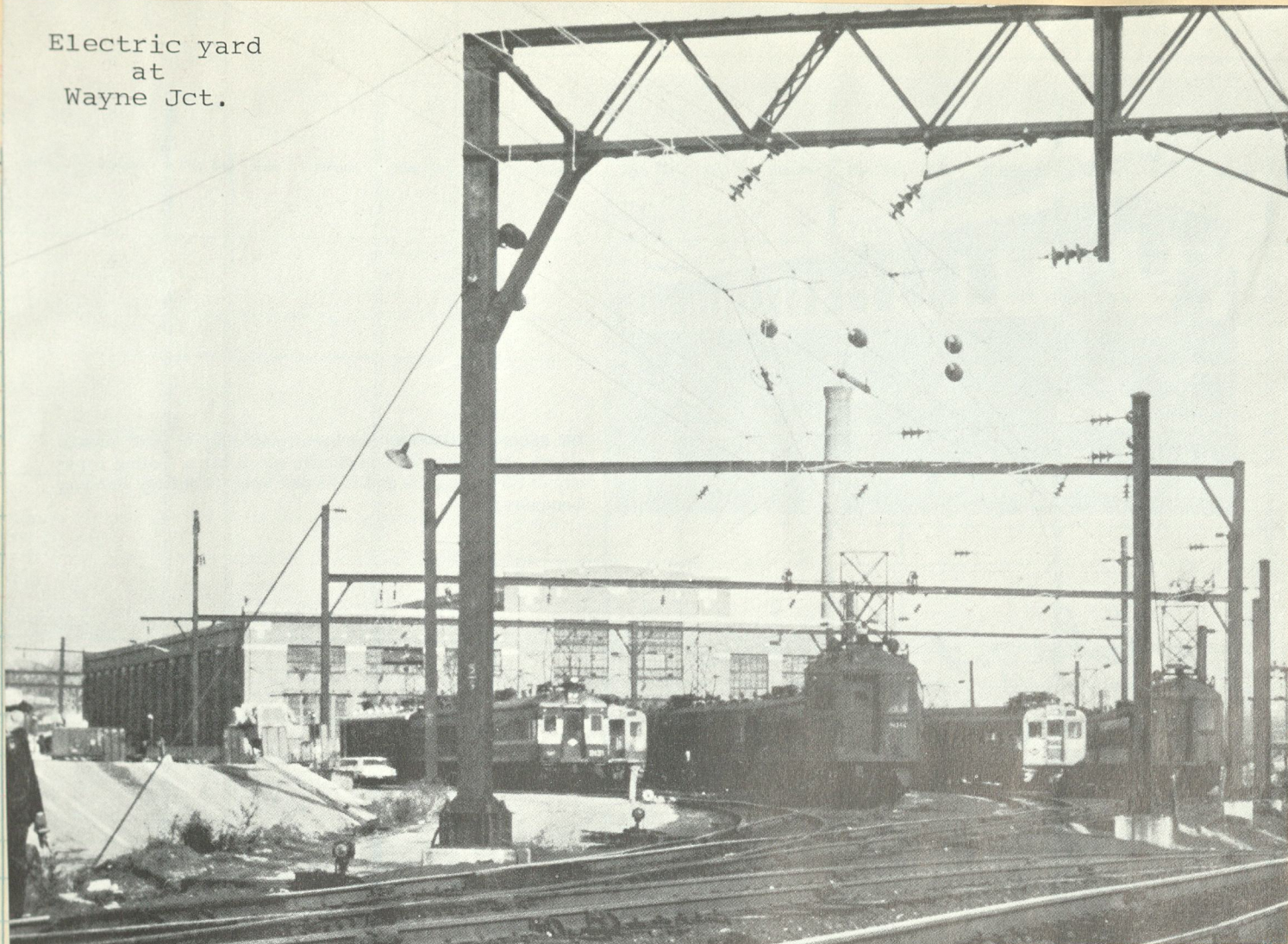
Solid Train Load of 31 Cars
HERSHEY'S CHOCOLATE PRODUCTS
Leaving Factory for Kansas Distributors
September 9, 1935



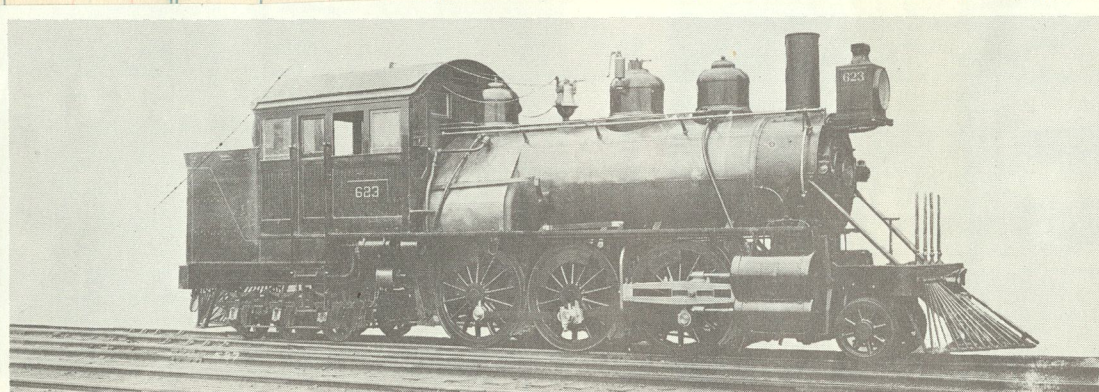
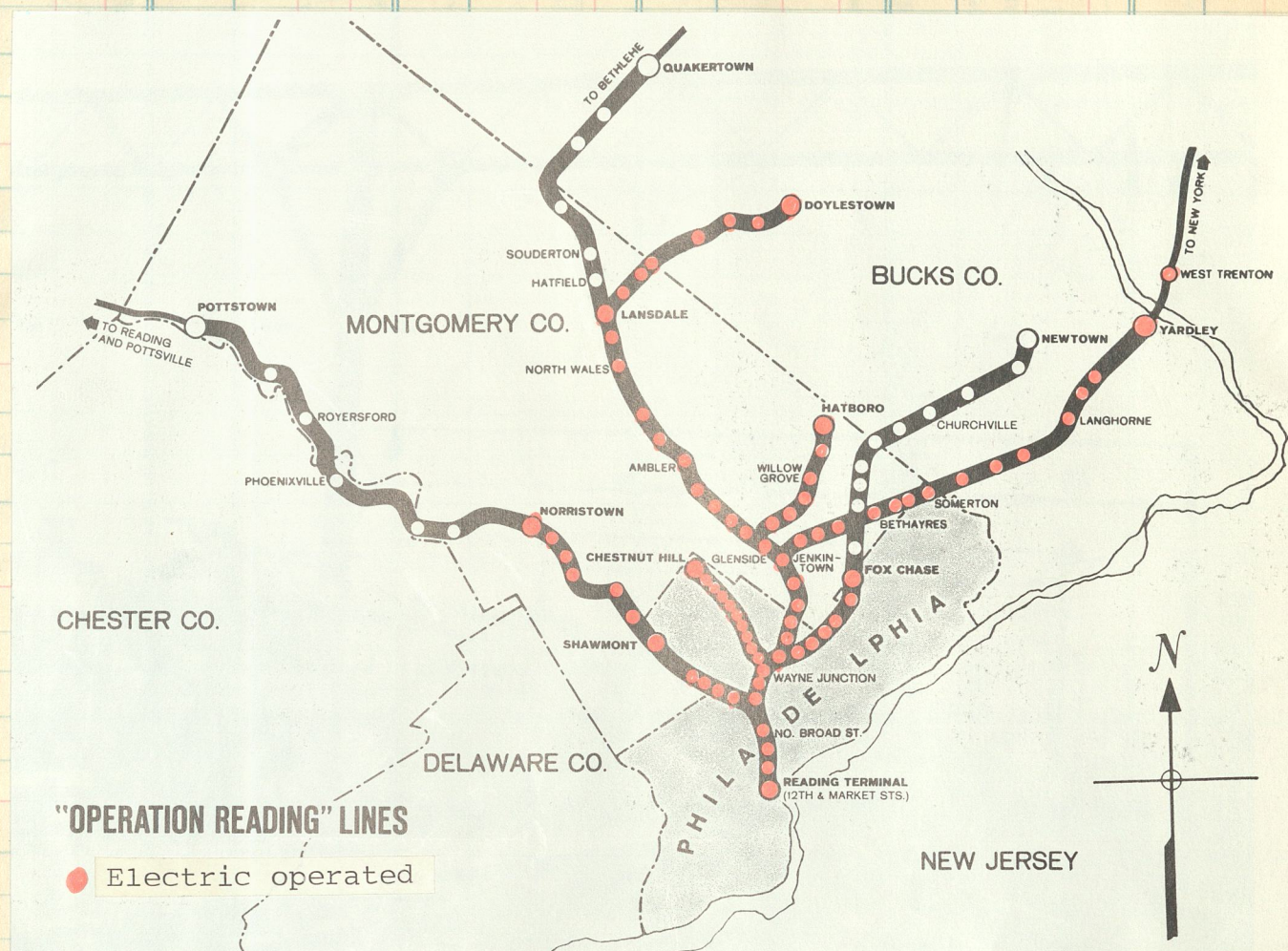
The 3018 crawls up the hill at Locust Summit with the 3000 pushing

2.6%

Electric yard
at
Wayne Jct.



Two-car M. U. train of the Reading Co.



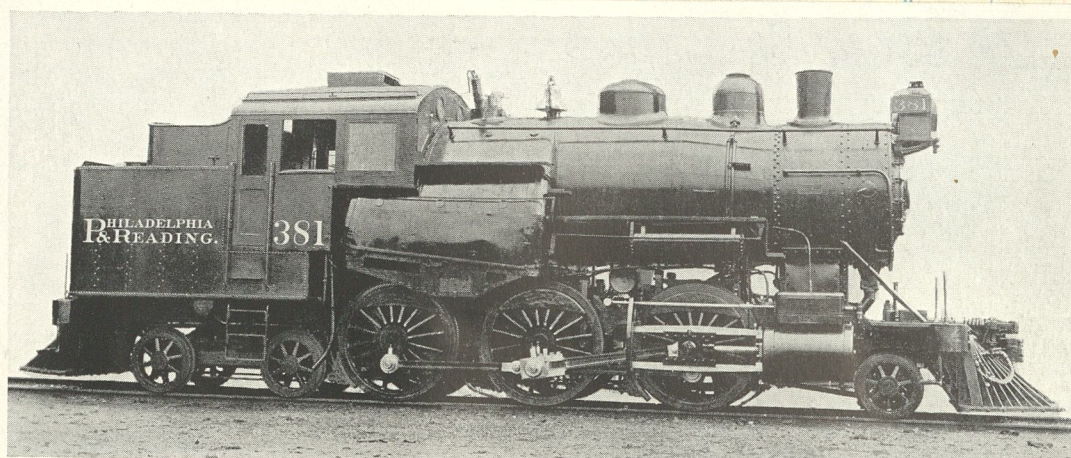
Reading #623, 2-6-6T type. Baldwin 1892 c/n 12481

Baldwin 1903
376-381
c/n 22673

Rebld 1921
Retired 1934

Locomotive 381

Cylinders 20" x 24"
Drivers 61½"
Boiler Pressure 200 lbs.
Grate Area 68.5 sq. ft.
Heating Surface 1,969 sq. ft.
Weight on Drivers 120,860 lbs.
Total Weight 201,700 lbs.
Tractive Force 26,540 lbs.



LANSDALE, PENNSYLVANIA

Reading

This view of Lansdale, twenty-four miles from Philadelphia, was taken about 1890. A note about the planting is in order. Like a few other railroads, the Reading maintained flower beds and shrubbery at most of its stations and had its own greenhouse and nursery for many years.

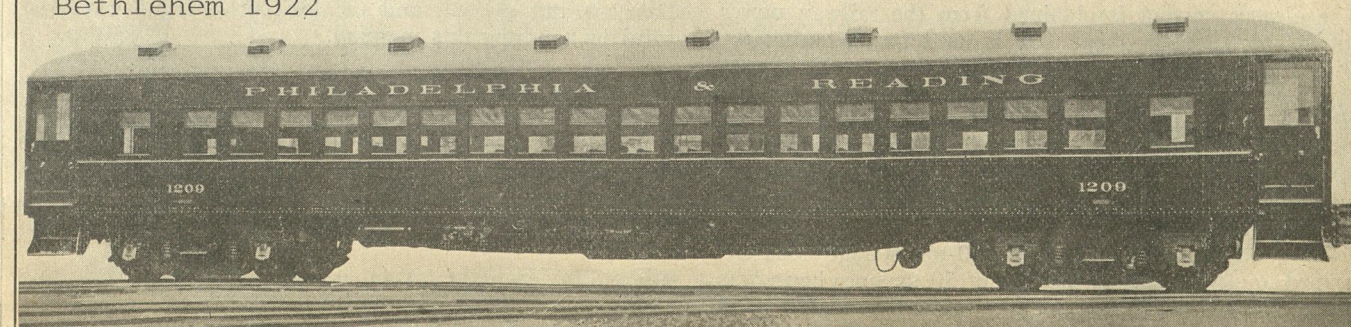


PHILADELPHIA, CHESTNUT HILL, PENNSYLVANIA

Reading

The Reading's Chestnut Hill Branch terminal was built in the 1880s. It was a complete terminal in the days of steam, having a five-stall roundhouse, water tank, coaling dock, and other facilities. These photographs were taken in the 1930s shortly before the station was replaced by a new one, and the line electrified.

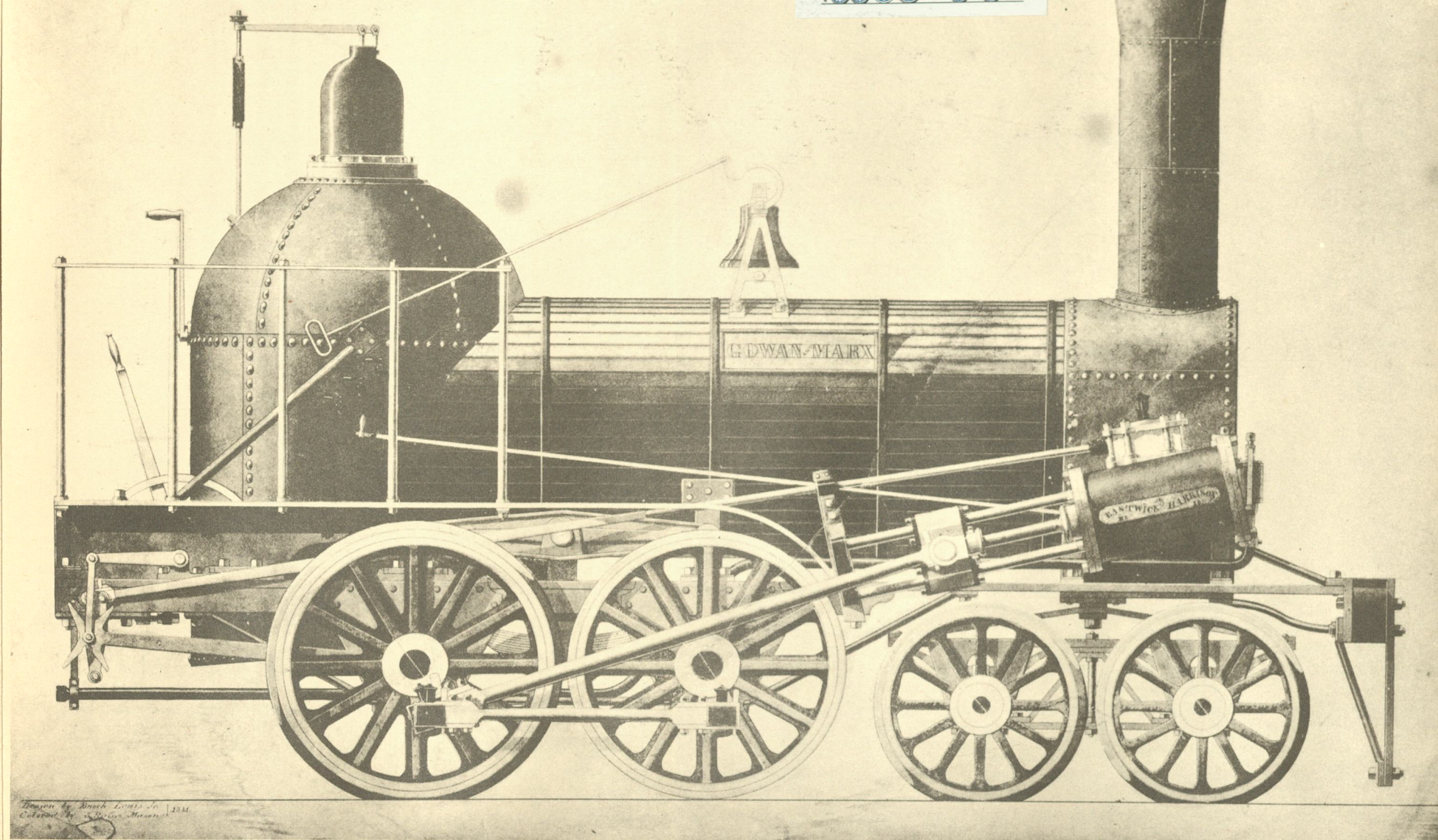
Bethlehem 1922



New All-Steel Suburban Coach for the Philadelphia & Reading

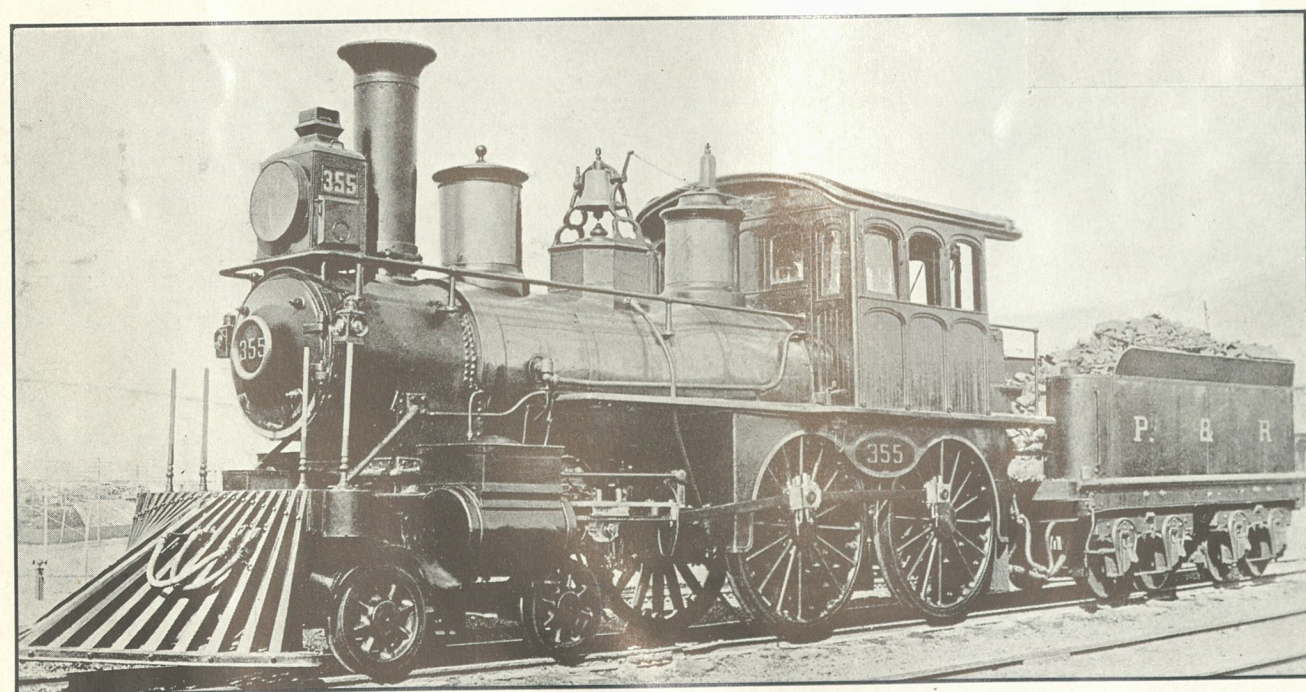
1200-1244

The "GOWAN and MARX" built by Eastwick & Harrison in 1839. Had cyls 12½x18, drivers 42" and wt of 11 Tons. Proved to be a very successful engine. On Feb 20, 1840 handled a train of 101 four wheeled cars of coal, 423 ton, from Reading to Philadelphia. Was in service at the Reading depot 1847-1858 and in 1860 was exchanged with Baldwin in part payment for the "ACTIVE". Twelve duplicates were built at Lowell, Mass in 1842 by the Locks and Canal Co.

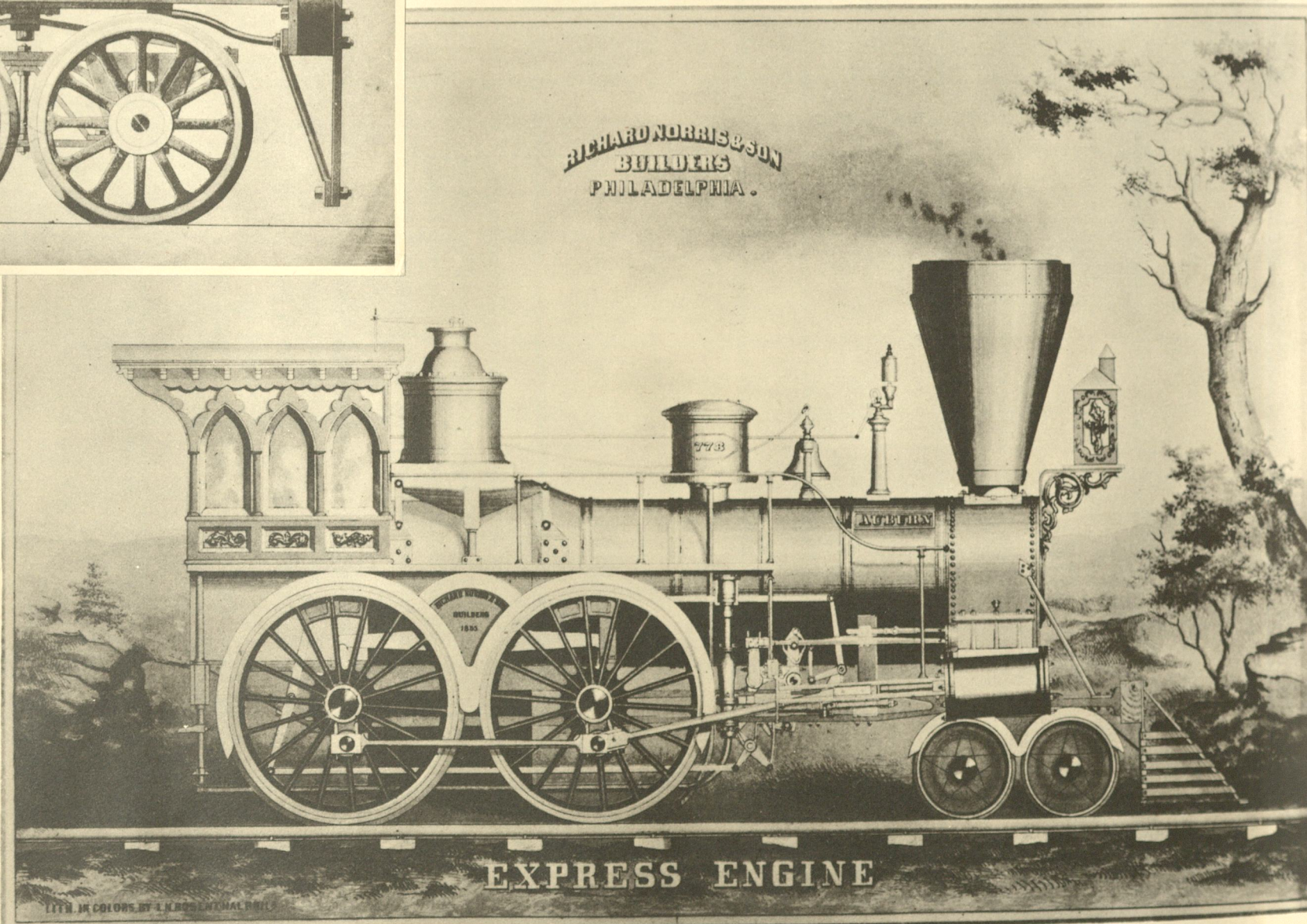


The *Winona*, built at the Reading Shops in November, 1866, was of the same weight as the *Kosciusko*, and closely similar to it in design. The illustration shows how the smokebox was seated on the cylinder castings. It also presents a wooden cab, which may not have been the one originally applied. As in the majority of the locomotives designed by Millholland, the sandboxes were placed in the wheel covers under the running boards.

The *Winona* was given the number "190" in December, 1871, and was retired in 1883.



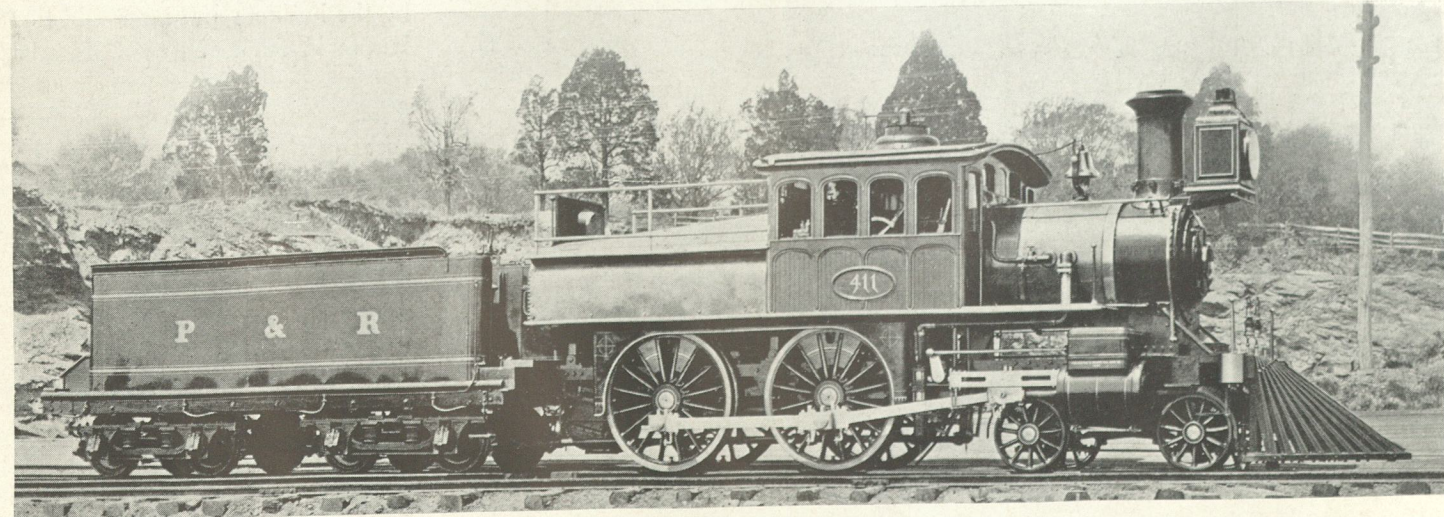
Reading Shops 1875



The "AUBURN"

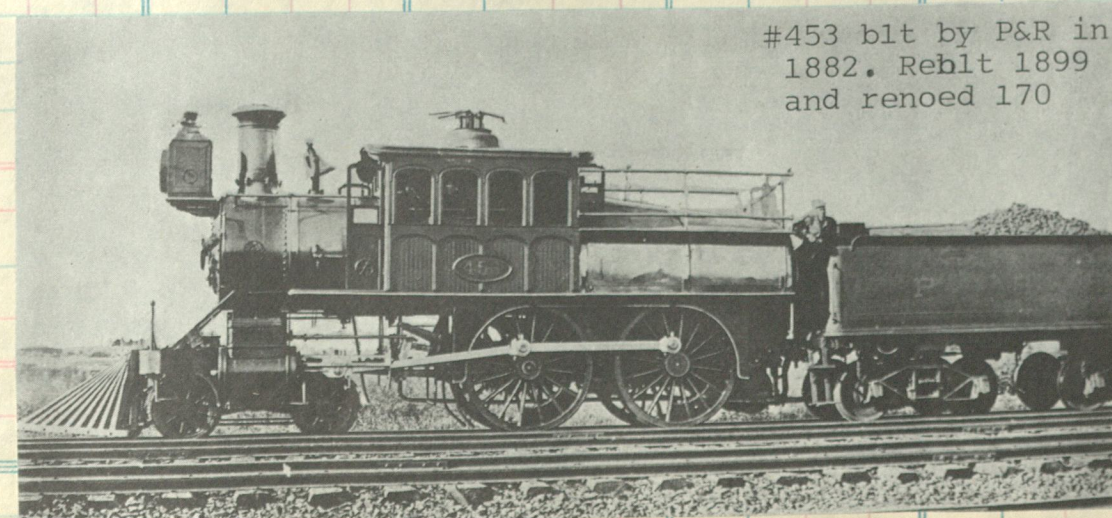
c/n 778

R Norris 1855



Locomotive 411

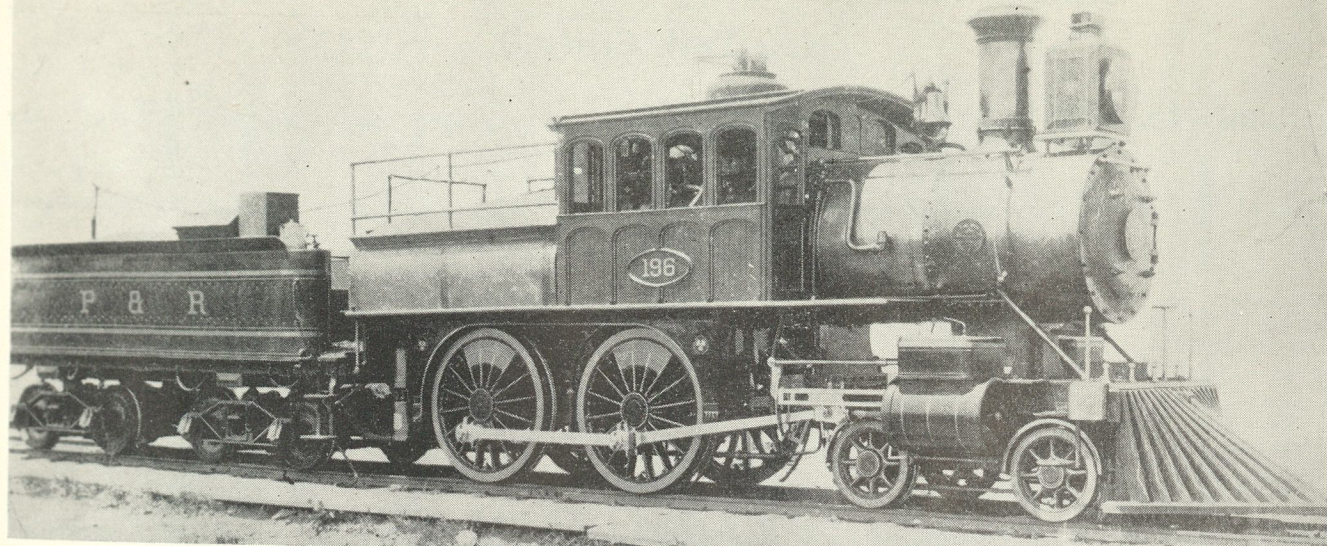
Reading Shops 1880



#453 blt by P&R in 1882. Reblt 1899 and renoed 170

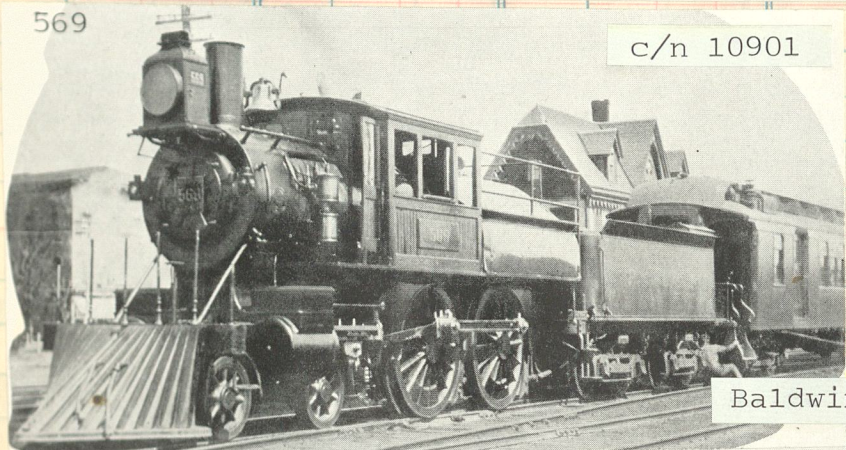
Thru service was established between Philadelphia and Jersey City in 1879 and the 411 was one of the engines designed to handle the fast expresses between Philadelphia and Bound Brook.

Class No.



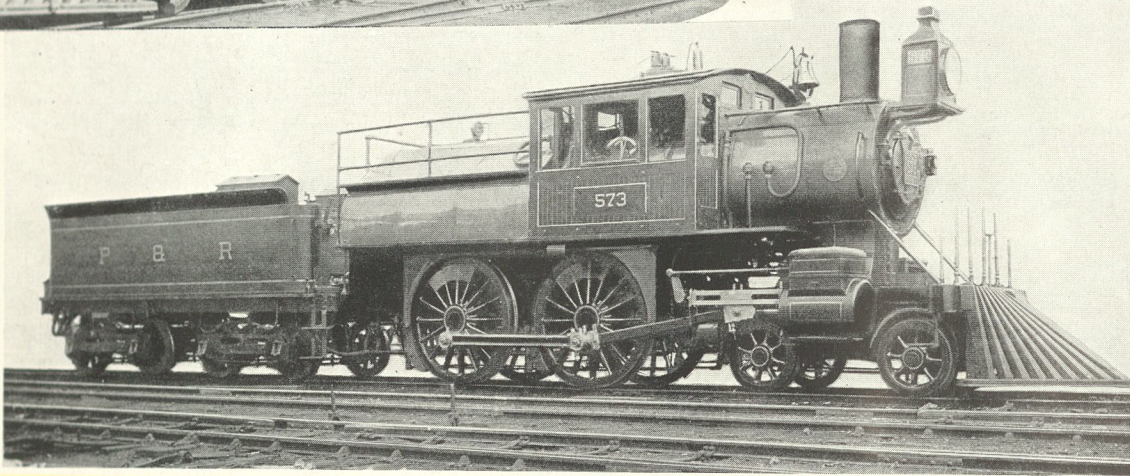
196 c/n 6781 Baldwin 1883
Rebld 1899 and renoed 184 Retired 1920

569



c/n 10901

Baldwin 1890 c/n 10918 569-578

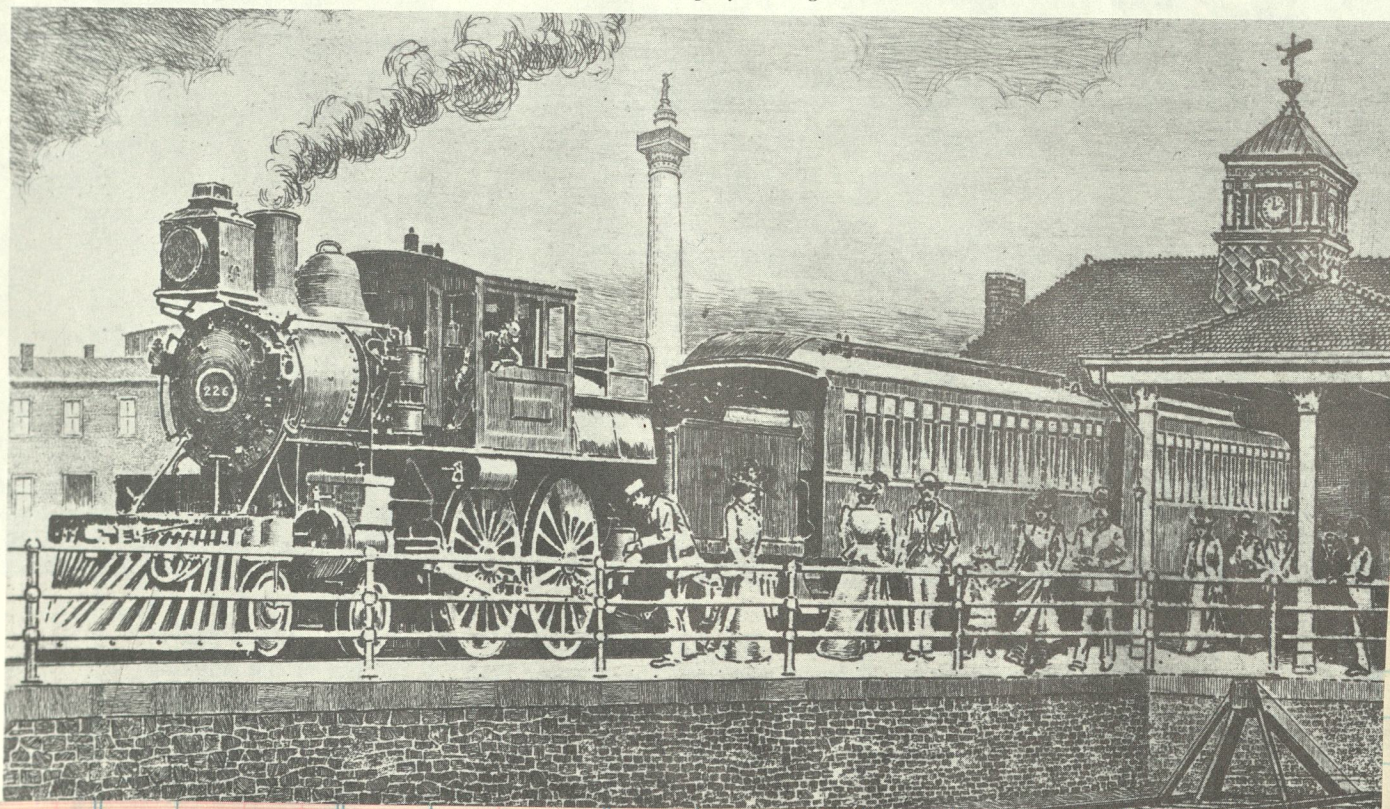


No. 573

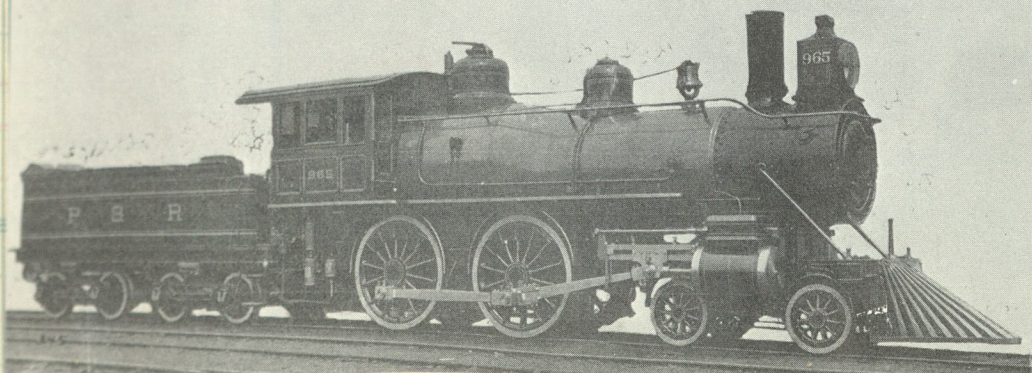
Cylinders21" x 22"
Drivers68 1/2"
Boiler Pressure160 lbs.
Grate Area76 sq. ft.
Heating Surface1,320 sq. ft.
Weight on Drivers.....73,000 lbs.
Total Weight107,000 lbs.
Tractive Force19,200 lbs.

The Reading's station in Trenton was a two-track, terminal depot at the end of a three-and-a-half-mile branch from the main line at West Trenton. This is a typical train at the station in the 1890s.

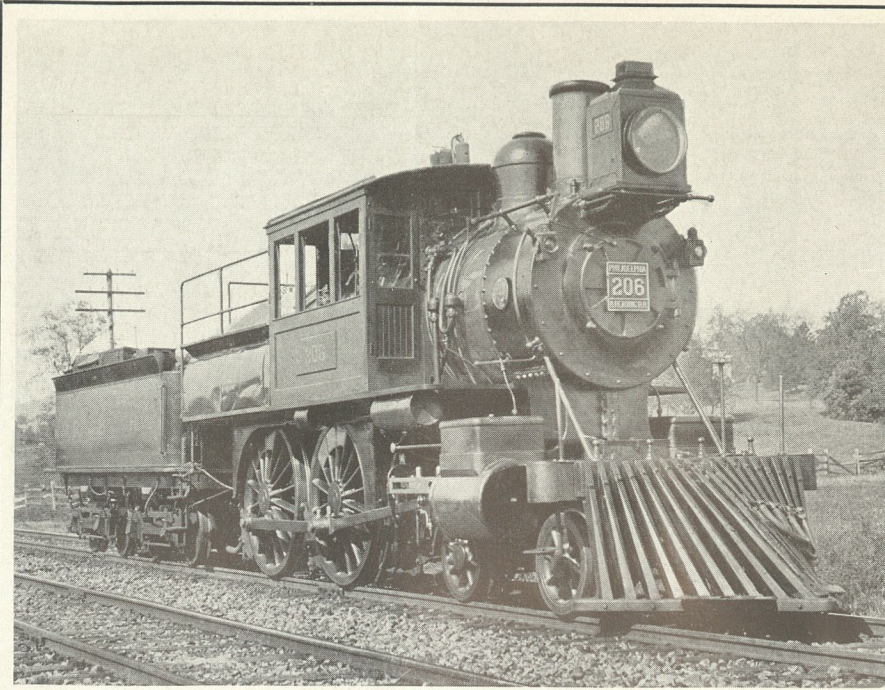
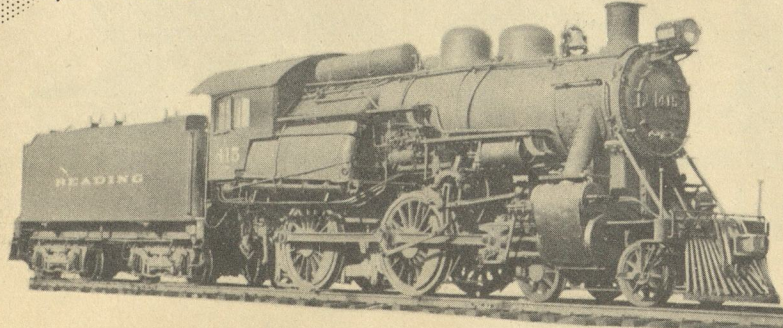
Painting by George Bradshaw



960-966 c/n 9191 Baldwin 1888



c/n 41213



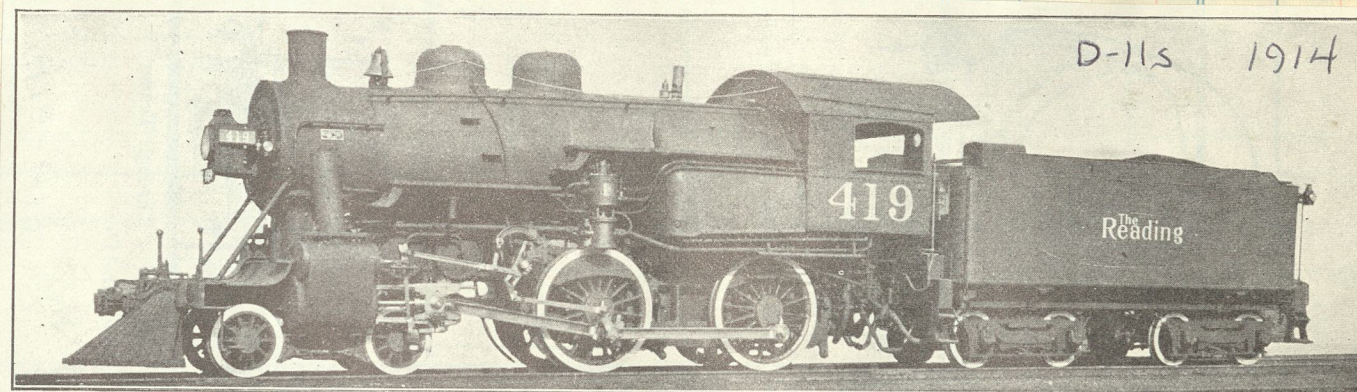
Locomotive 206

Locomotive 206, together with four others of the same class, was built at the Reading Shops in 1886. The 206 may justly be regarded as one of the Reading's most notable locomotives due to the fact that on August 27, 1891, it established a world's record for speed while hauling a special train of three cars on the New York Branch. The train was run by A. A. McLeod, then President of the Reading, to satisfy an "incredulous friend" who doubted the possibility of running a locomotive faster than 75 miles an

hour. Near Neshaminy Falls the 206 ran a mile in 39 1/2 seconds, equivalent to 90.5 miles an hour, and five consecutive miles were covered at an average of 87.0 miles an hour.

The boiler of engine 206 had a straight barrel and a horizontal roof sheet over the firebox, and represented a marked improvement in design as compared to the earlier Wootten boilers. The locomotive was renumbered 202 in April, 1900, Class D-4-f and was finally scrapped in 1921.

Cylinders18 1/2" x 22"
Drivers68 1/2"
Boiler Pressure160 lbs.
Grate Area68 sq. ft.
Heating Surface1,348 sq. ft.
Weight on Drivers.....68,700 lbs.
Total Weight104,500 lbs.
Tractive Force14,950 lbs.



D-11s 1914

Fig. 119—American (4-4-0) Type Locomotive for Philadelphia & Reading Passenger Service. Builder, Baldwin Locomotive Works.

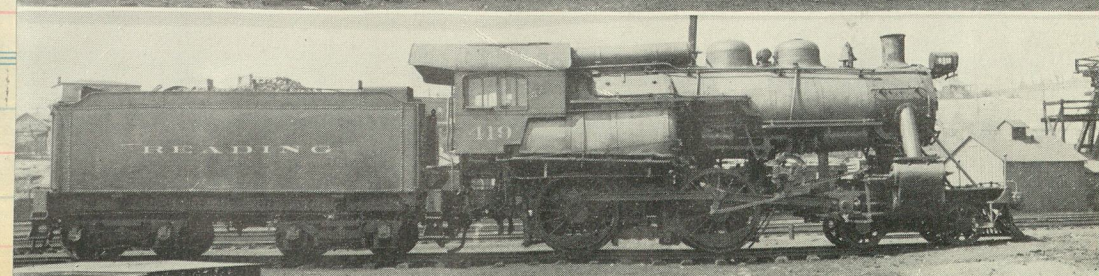
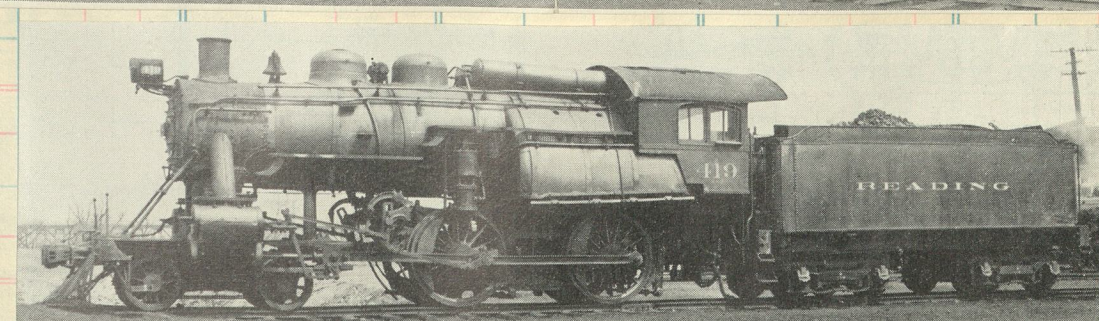
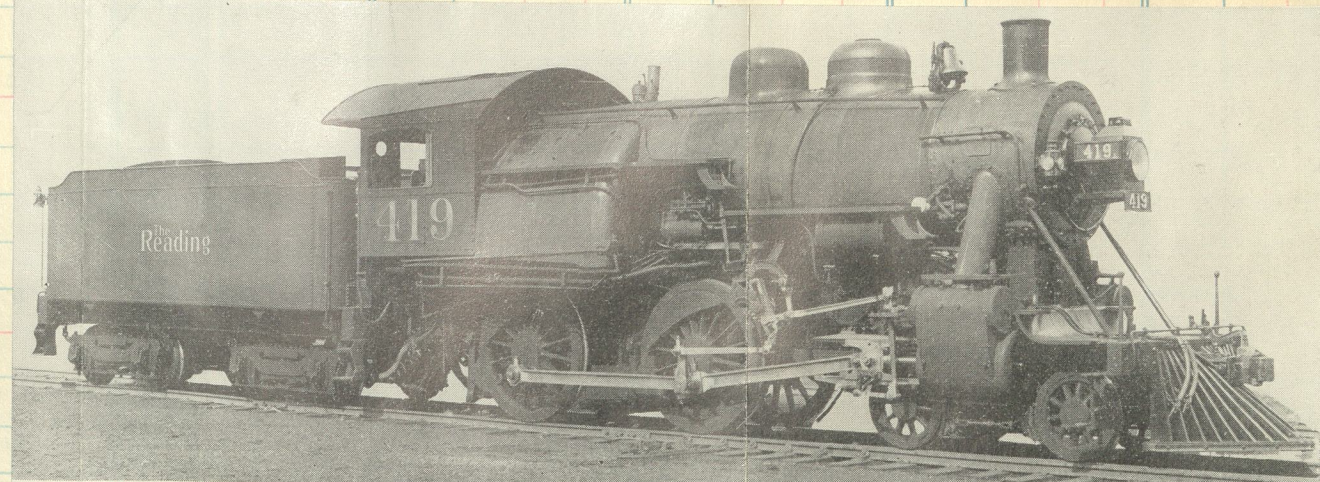
Gage4 ft. 8 1/2 in.
Tractive Effort.....27,850 lbs.
Weight in Working Order.....173,490 lbs.
Weight on Drivers.....120,530 lbs.
Weight of Engine and Tender in Working Order.....320,000 lbs.
Wheel Base, Engine and Tender.....56 ft. 11 1/2 in.
Simple Cylinders21 in. diameter, 24 in. stroke
Piston ValvesDiameter 11 in., travel 7 in.
Boiler, StyleConical
Steam Pressure210 lbs.
Firebox Plates, Thickness.....5/8 in.
Firebox, Water Space.....4 in. and 5 in.
Tubes, Number and Outside Diameter.....208—1 3/4 in.
Flues, Number and Outside Diameter.....22—5 1/4 in.
Tubes and Flues, Length.....10 ft. 5 in.
Heating Surface, Tubes and Flues.....1,297 sq. ft.
Heating Surface, Firebox.....1,220 sq. ft.
Superheater Heating Surface.....257 sq. ft.

Equivalent Heating Surface*.....1,902 sq. ft.
Grate Area86 sq. ft.
FuelAnthracite Coal
Tender Wheels, Diameter.....36 in.
Journals, Diameter and Length.....3 3/4 in. x 10 1/2 in.
Water Capacity7,000 gal., Coal Capacity 10 1/2 tons

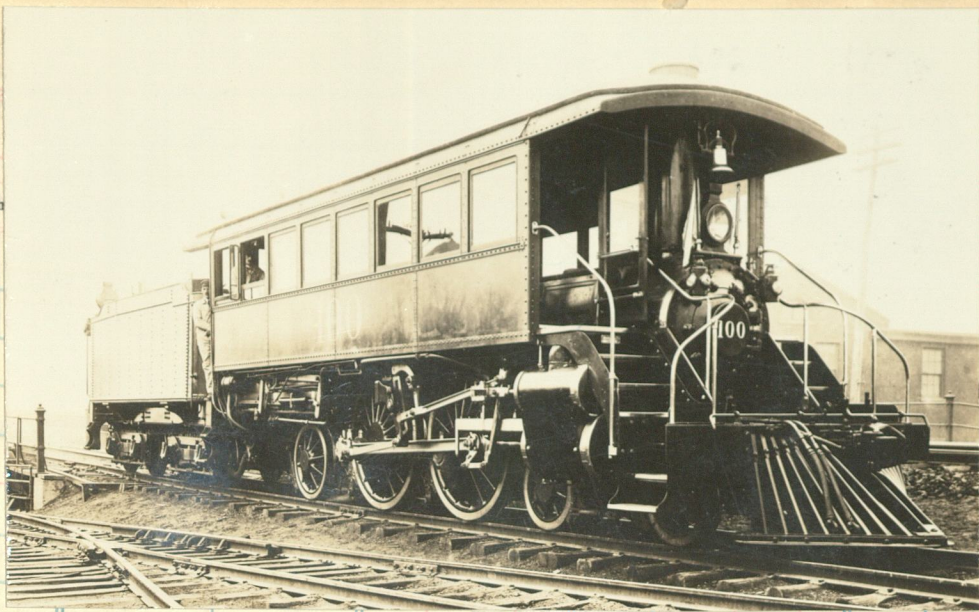
RATIOS.
Weight on Drivers ÷ Tractive Effort.....4.32
Total Weight ÷ Tractive Effort.....6.23
Tractive Effort X Diameter Drivers ÷ Equivalent Heating Surface*.....1,003.00
Equivalent Heating Surface* ÷ Grate Area.....22.10
Weight on Drivers ÷ Equivalent Heating Surface*.....63.40
Total Weight ÷ Equivalent Heating Surface*.....91.30

* Equivalent Heating Surface = Total Heating Surface + 1.5 Times the Superheating Surface.

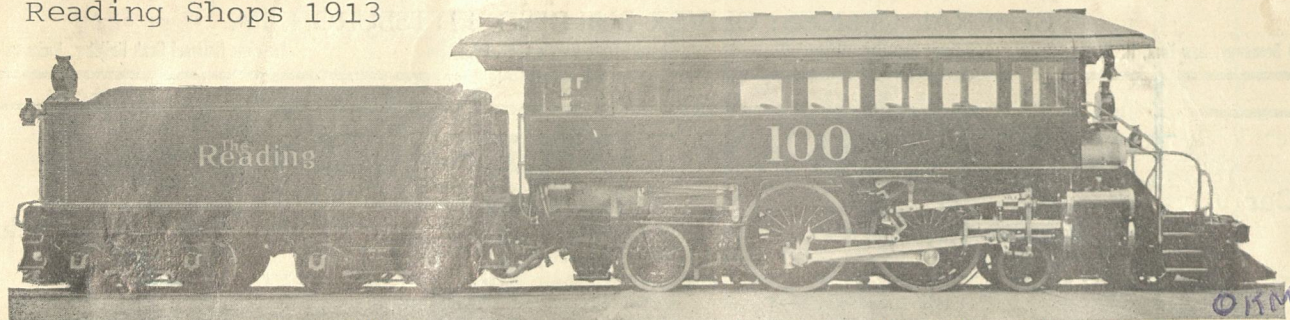
They'd never won a prize for good looks!! Baldwin turned out ten of these ungainly 4-4-0's in 1914. Noed 410-419 (c/n 41217) they were sturdy little machines and worked until 1941.



S Cylinders.....18" x 24"
 D Drivers68 1/2"
 Boiler Pressure200 lbs.
 Grate Area63 sq. ft.
 Heating Surface1,274 sq. ft.
 Weight on Drivers97,575 lbs.
 Total Weight160,700 lbs.
 Tractive Force19,300 lbs.



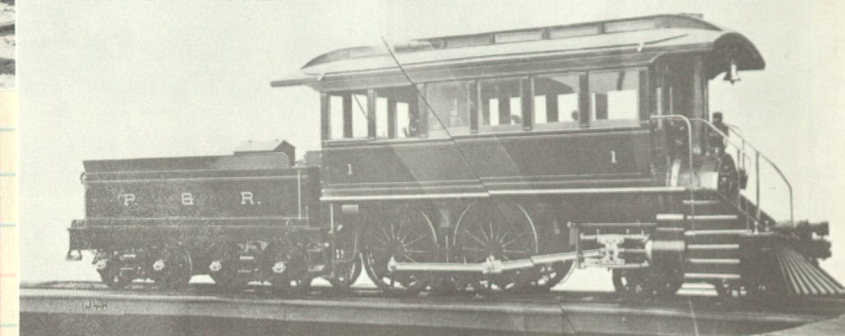
Reading Shops 1913



Org No 1

Baldwin 1898
 Renoed 101

c/n 15791

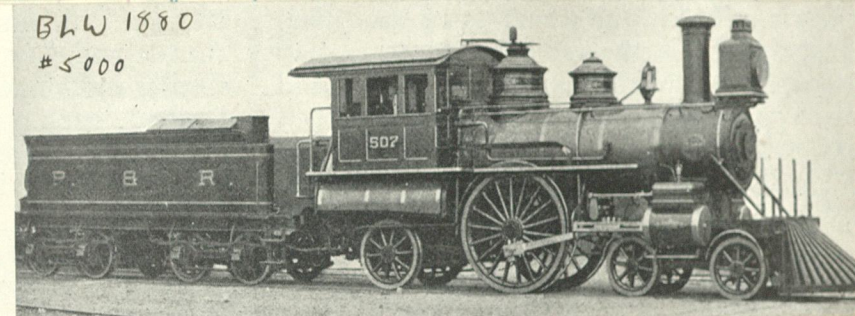


Baldwin 1896 c/n 14675
 Reblt as 4-4-0 #317

Single Driver Locomotive, Built for
 the Philadelphia & Reading R. R.

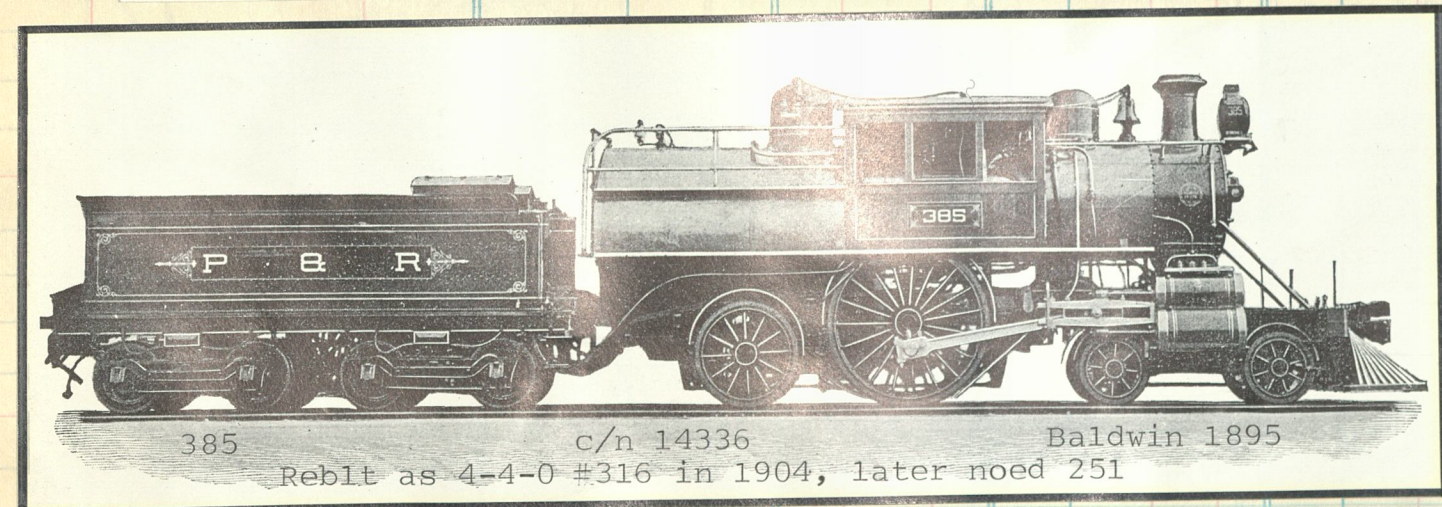
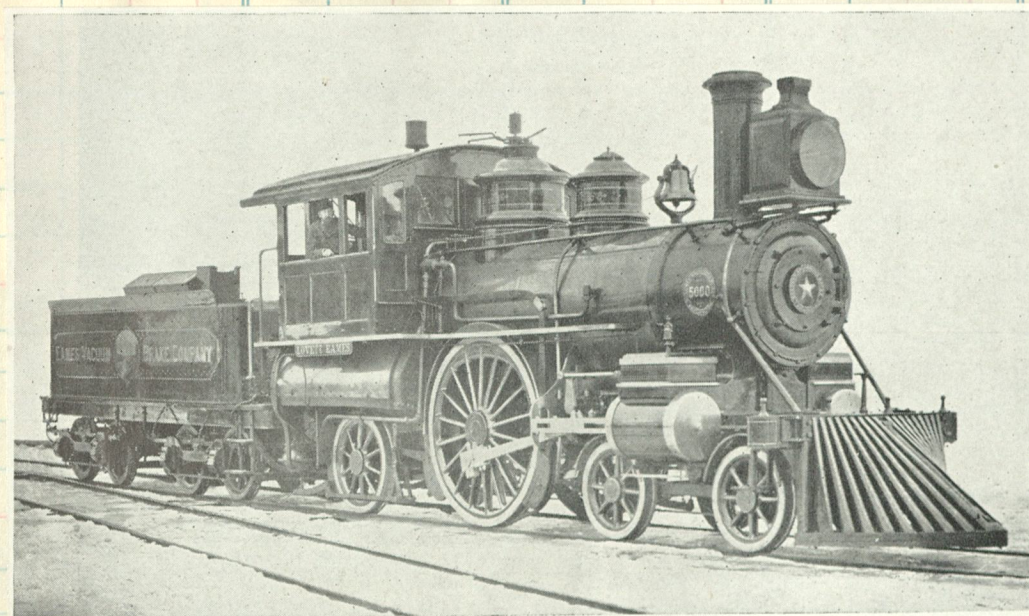
Cylinders	18" x 24"
Drivers, diam.	78"
Steam pressure	130 lb.
Grate area	56 sq. ft.
Heating surface	1384 sq. ft.
Weight on drivers	35,000-45,000 lb.
" total engine	85,000 lb.
Tractive force	11,000 lb.

BLW 1880
 #5000



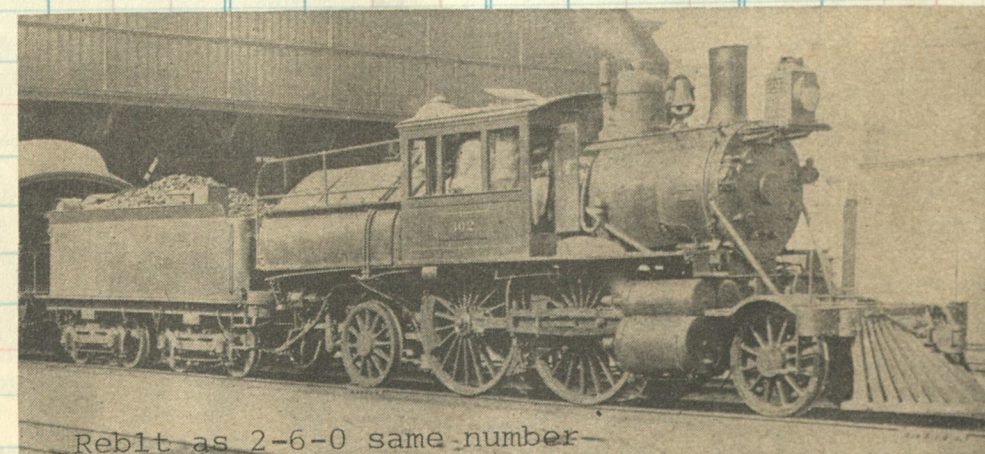
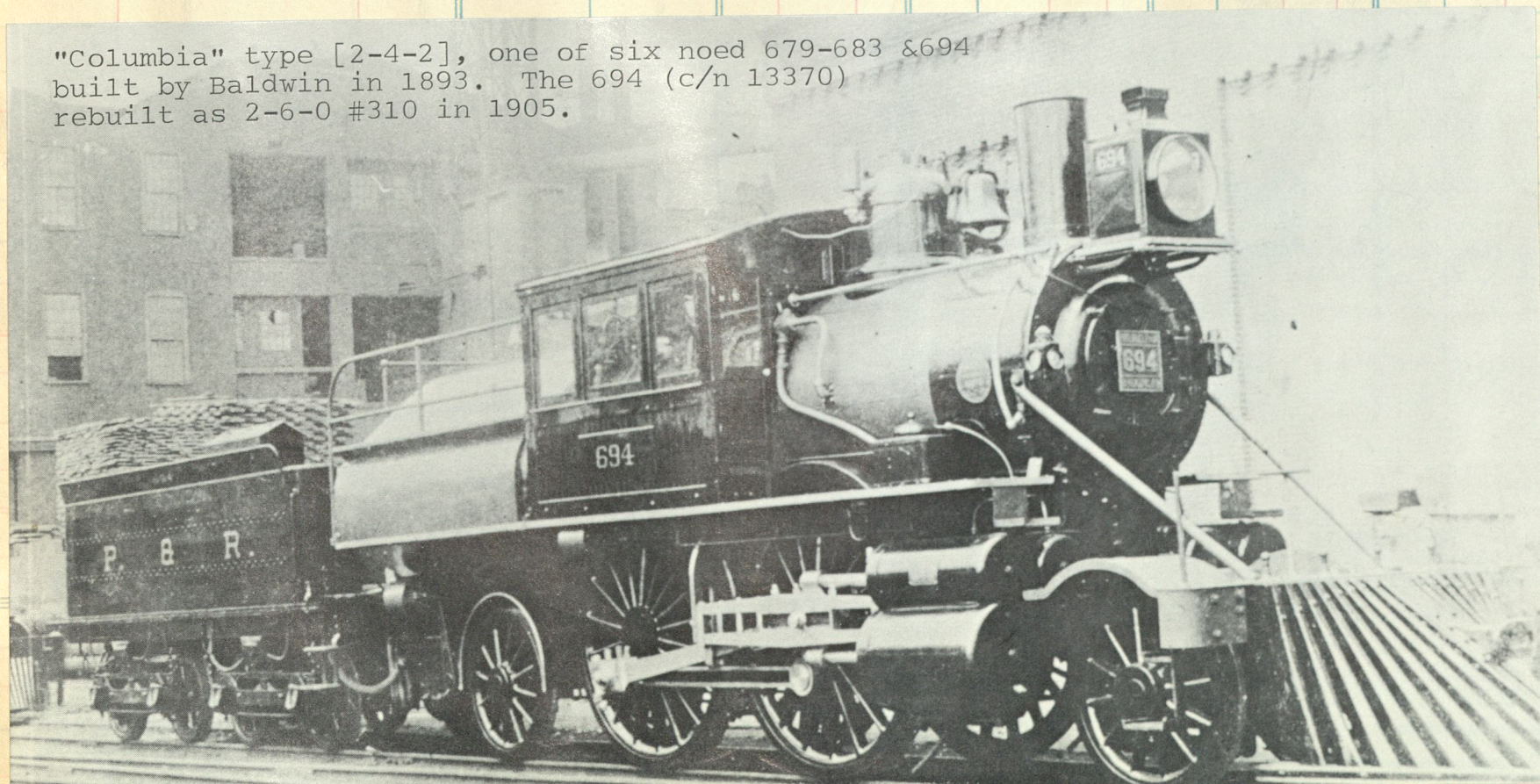
Baldwin's 5000th engine was this 4-2-2 experiment built for the P&R in 1880. Proved too light for service and shortly sold to Eames Vacuum Brake Co and shipped to England

The Lovett Eames was the 5000th locomotive of the Baldwin Locomotive Works and was fitted with a traction-increasing device by which weight could be shifted from the trailing wheels to the drivers for greater adhesion while starting. It was later sold to Lovett Eames to demonstrate his vacuum brake and decorated as shown.



385 c/n 14336 Baldwin 1895
 Reblt as 4-4-0 #316 in 1904, later noed 251

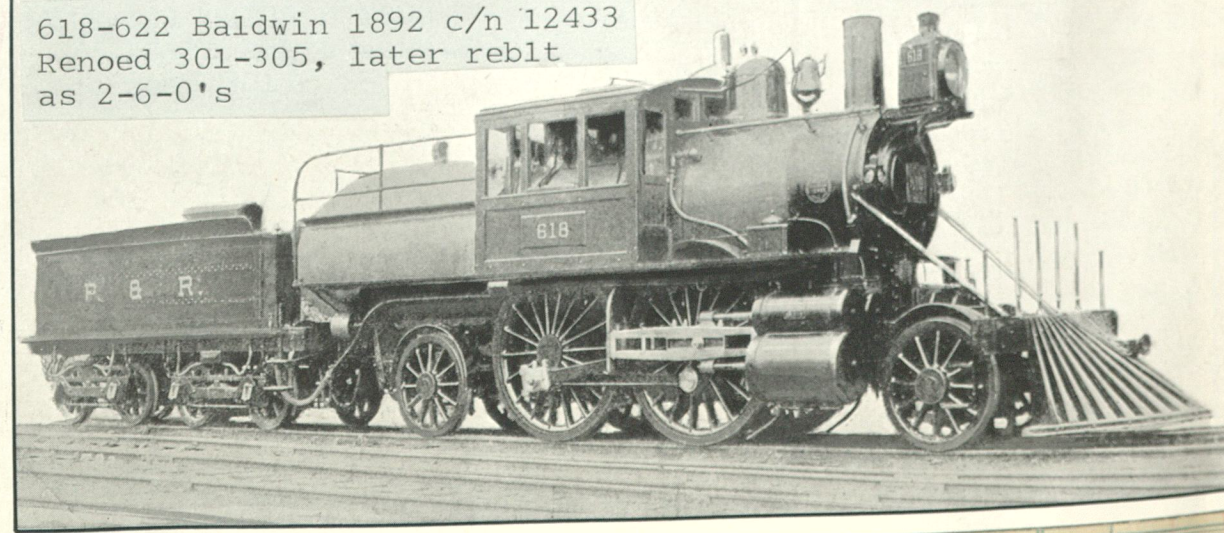
"Columbia" type [2-4-2], one of six noed 679-683 & 694 built by Baldwin in 1893. The 694 (c/n 13370) rebuilt as 2-6-0 #310 in 1905.



Reblt as 2-6-0 same number
 #302, org 619 c/n 12676 Baldwin 1892

Reading Company

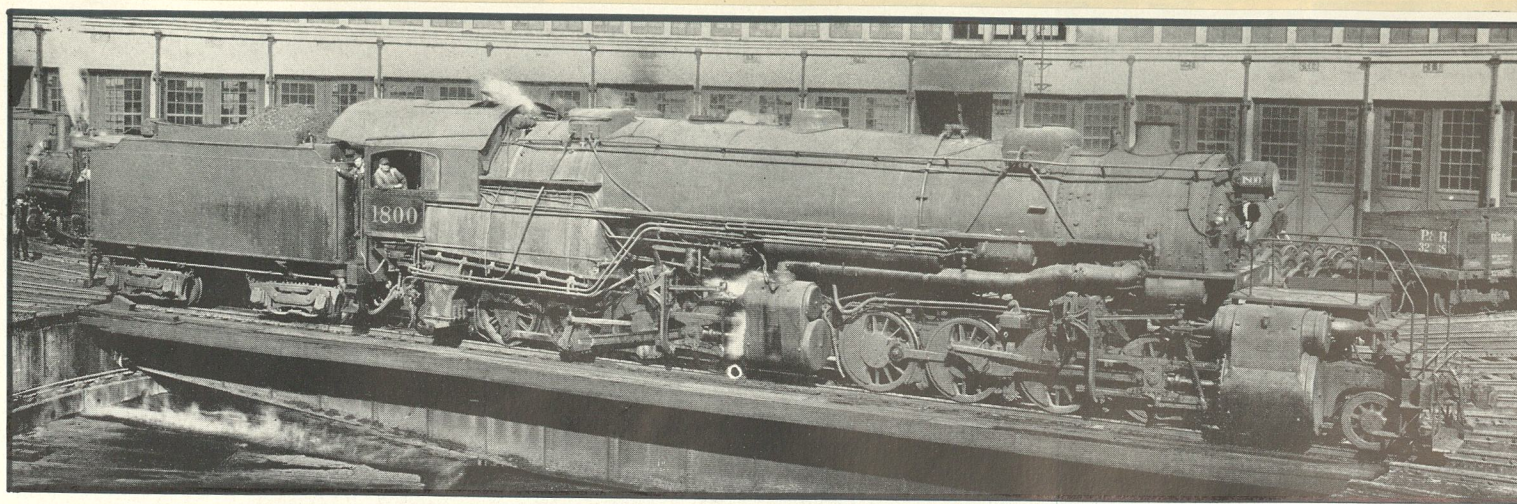
618-622 Baldwin 1892 c/n 12433
 Renoed 301-305, later reblt as 2-6-0's



CUT HERE
To Make
Short Sheet

Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount

Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount Clos. No. Sold Amount



1800-1805 c/n 44890 Locomotive 1800 class N-1sa Baldwin 1917

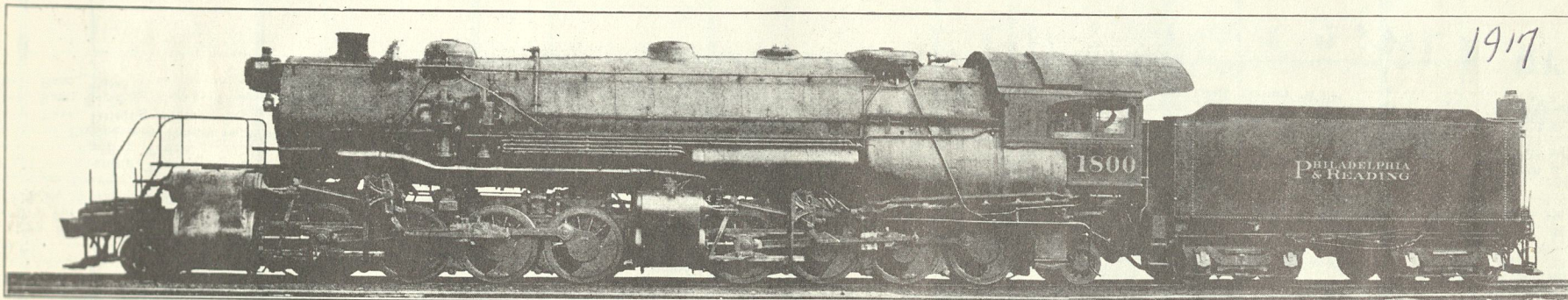
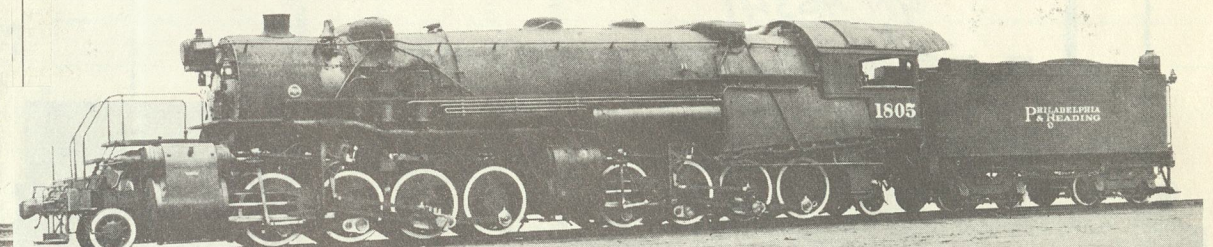


Fig. 97—Mallet Articulated (2-8-8-2) Compound Locomotive for Freight Service. Built for Philadelphia & Reading by the Baldwin Locomotive Works.



c/n 45341 Reblt as 2-10-2 #3003

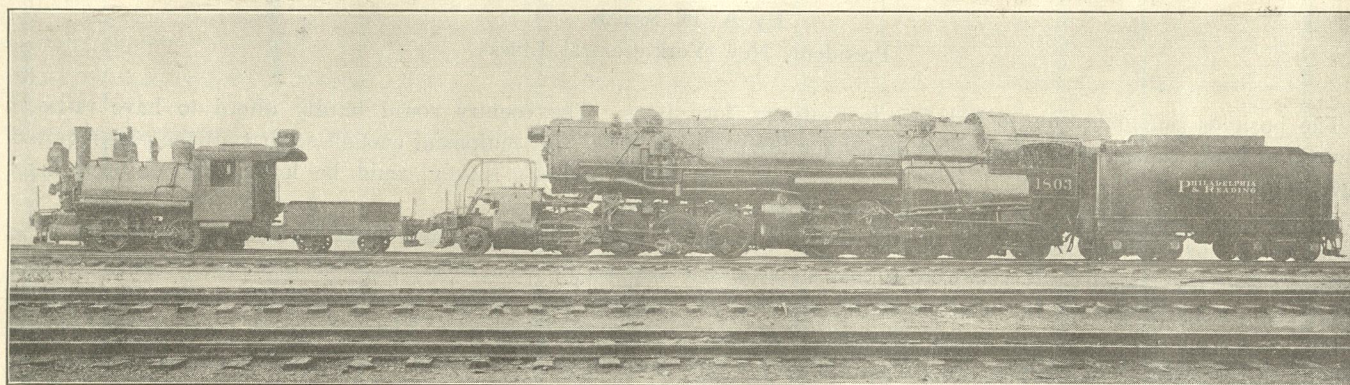
PHILADELPHIA AND READING RAILWAY

MALLET FREIGHT LOCOMOTIVE

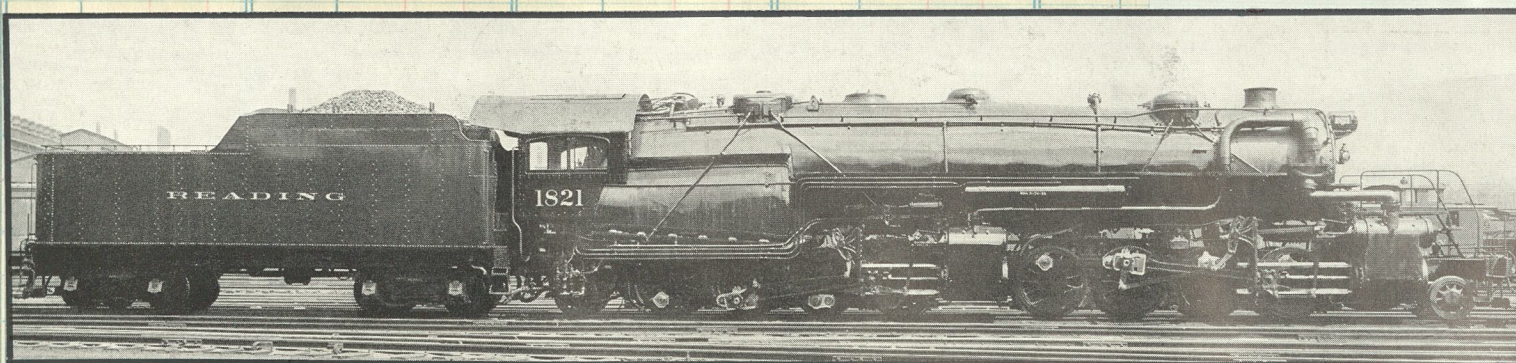
21 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

Cylinders	26 and 40 x 32 in.
Driving wheels, diameter	55½ in.
Steam pressure	210 lbs.
Boiler diameter	90 in.
Tubes, length	23 ft.
“ number	50—5½ in.
“ “	277—2¼ in.
Heating surface, tubes	5,389 sq. ft.
“ “ fire box	264 sq. ft.
“ “ combustion chamber	94 sq. ft.
“ “ total	5,747 sq. ft.
Fire box	144¼ x 108¼ in.

Grate area	108 sq. ft.
Wheel base, driving	39 ft.—8 in.
“ “ engine	55 ft.—10 in.
“ “ and tender	83 ft.—2½ in.
Weight, leading	23,000 lbs.
“ driving	435,200 lbs.
“ trailing	20,300 lbs.
“ engine	478,500 lbs.
“ tender	151,500 lbs.
Tender capacity, water	8,000 gals.
“ “ coal	13 tons
Maximum tractive power	98,000 lbs.
Factor of adhesion	4.44

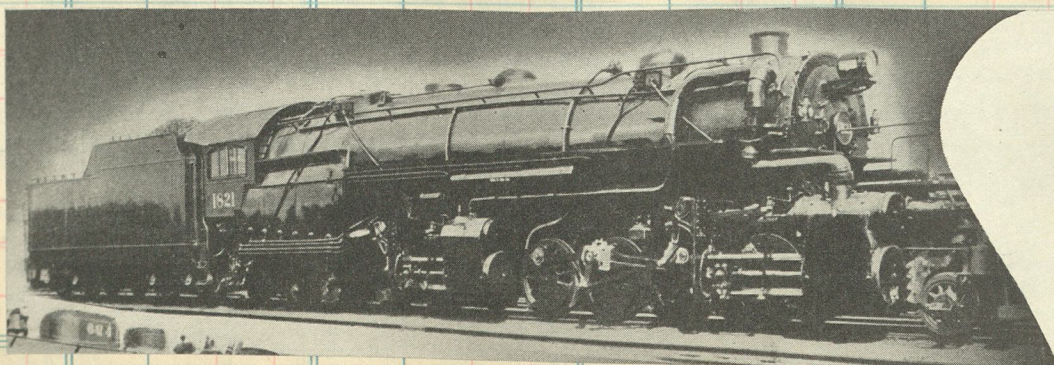
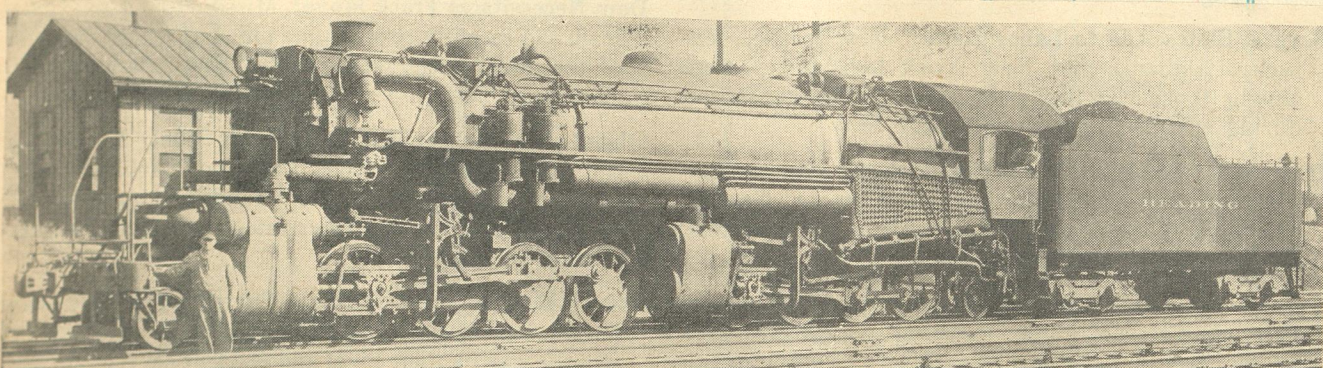


The Smallest and Largest Locomotives in Service on the P. & R.



READING LOCOMOTIVE 1821 AT READING, PA.

Donald A. Somerville



1816-1830 c/n 51717 Baldwin 1919



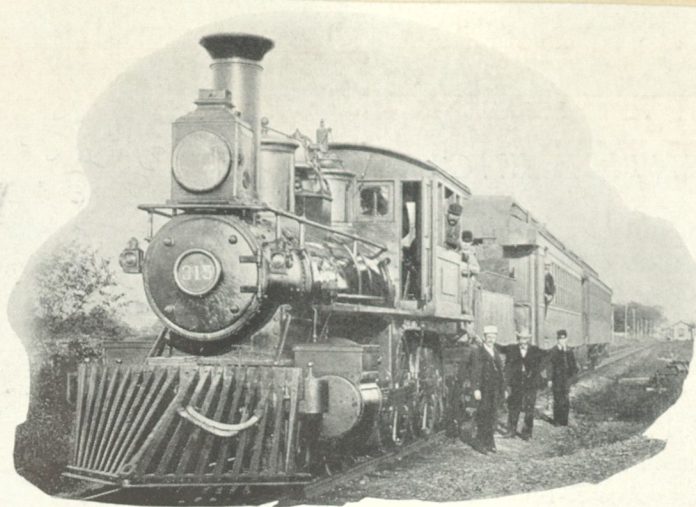
Reading, Pa., May 17, 1936: As 3011 marches up Temple Hill, her train's 88 cars get a mighty shove from 2-8-8-2 Helper 1827. It was Mallets of this same class from which the Reading's first 2-10-2 were rebuilt.



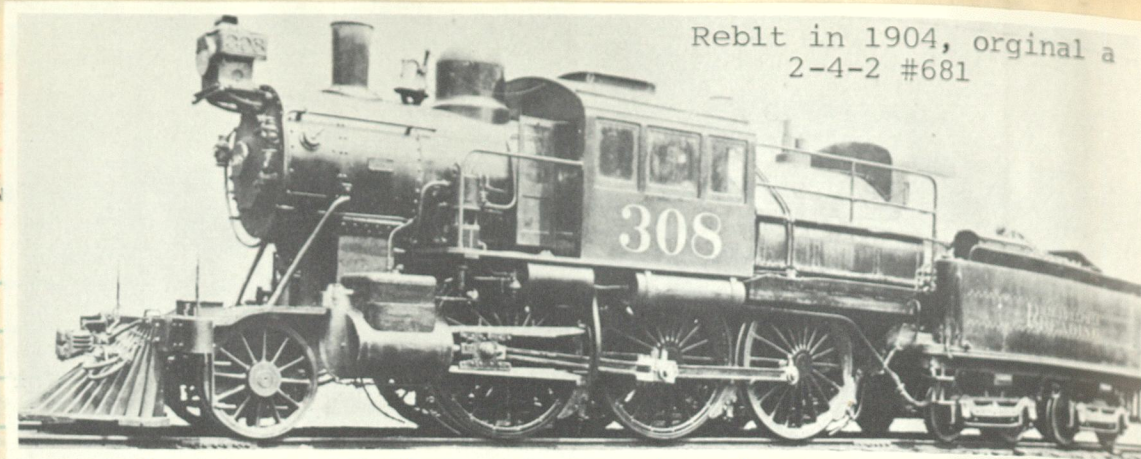
Harold M. Lambert.

Along the Reading

Result of one of the temporary wartime dislocations of traffic is this solid train of oil cars on the Reading, dean of hard coal roads. Oil traffic handled by the Reading lines multiplied by five during the war.



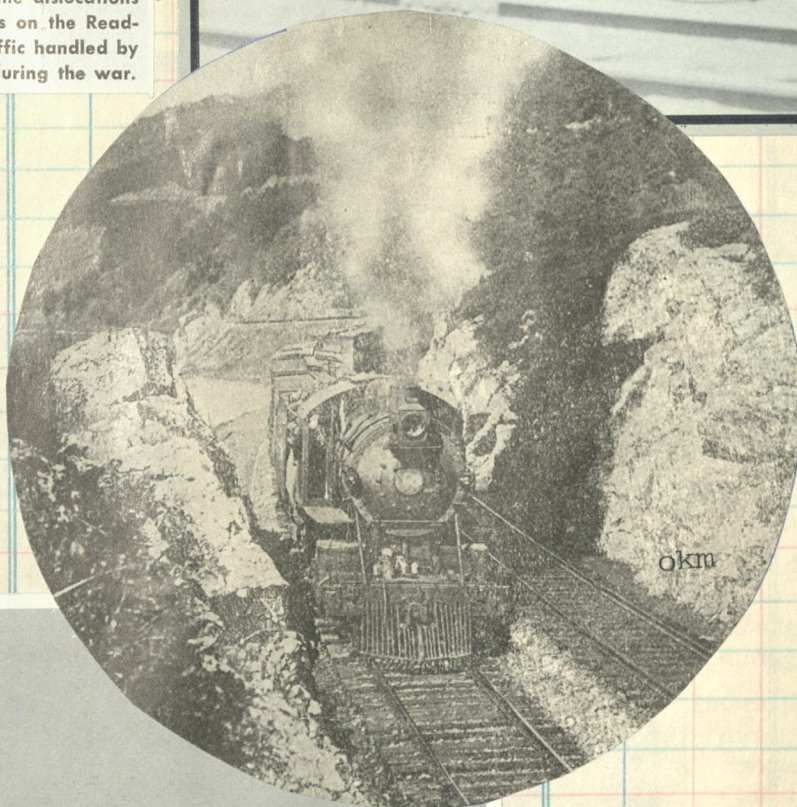
148-155 class D-1e
Baldwin 1883
c/n 6766



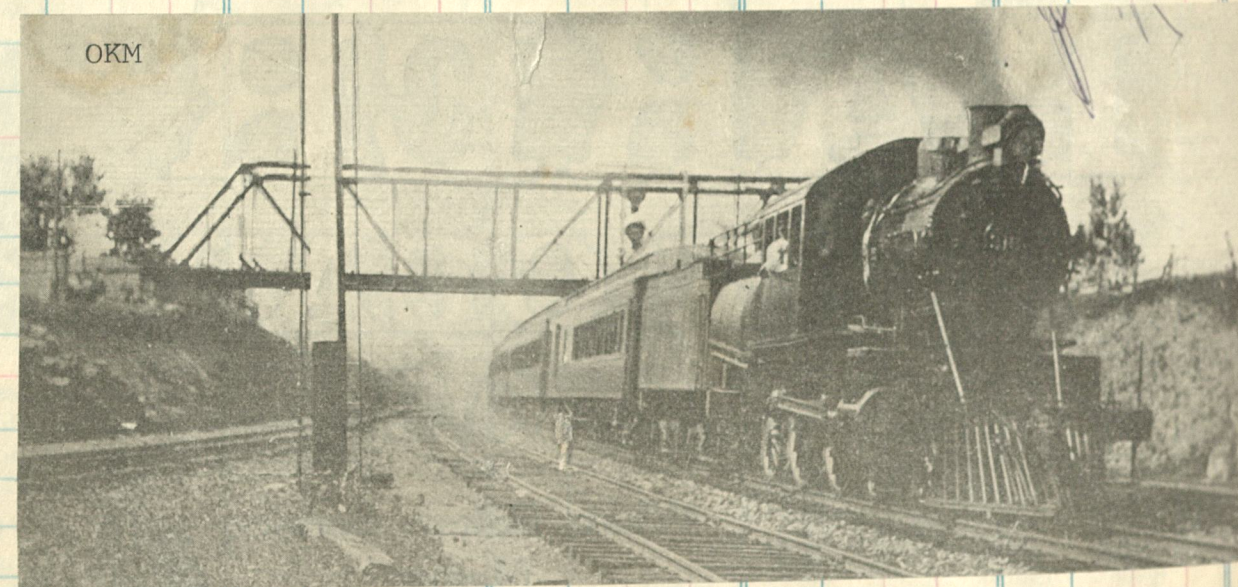
Reblt in 1904, original a
2-4-2 #681



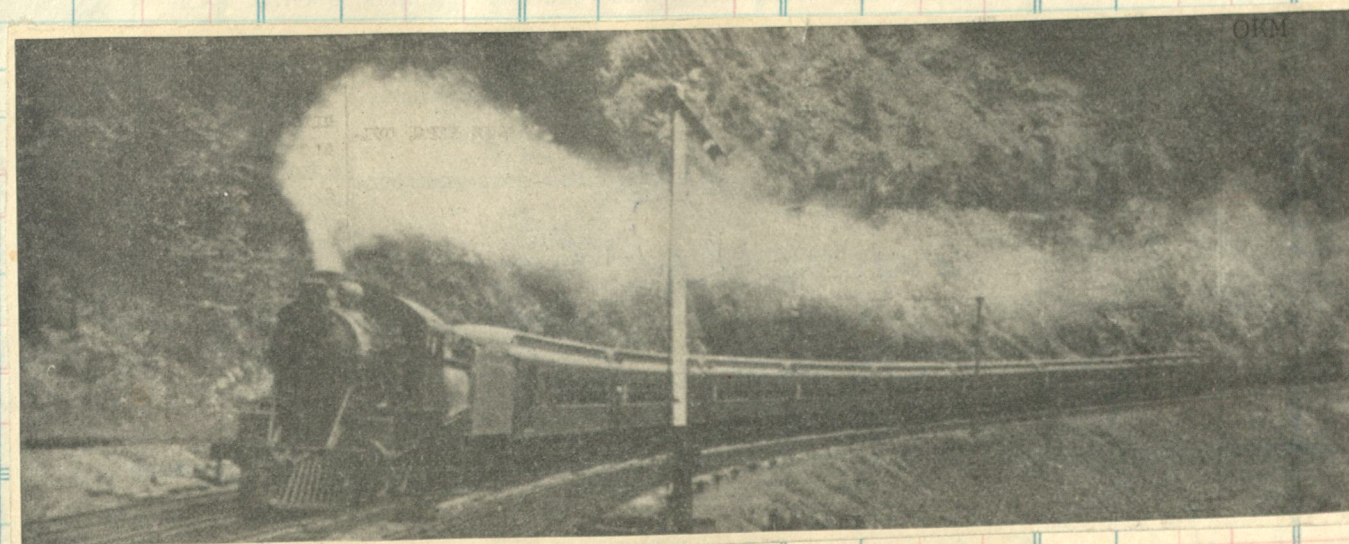
In Gwynedd Valley on Bethlehem Br.



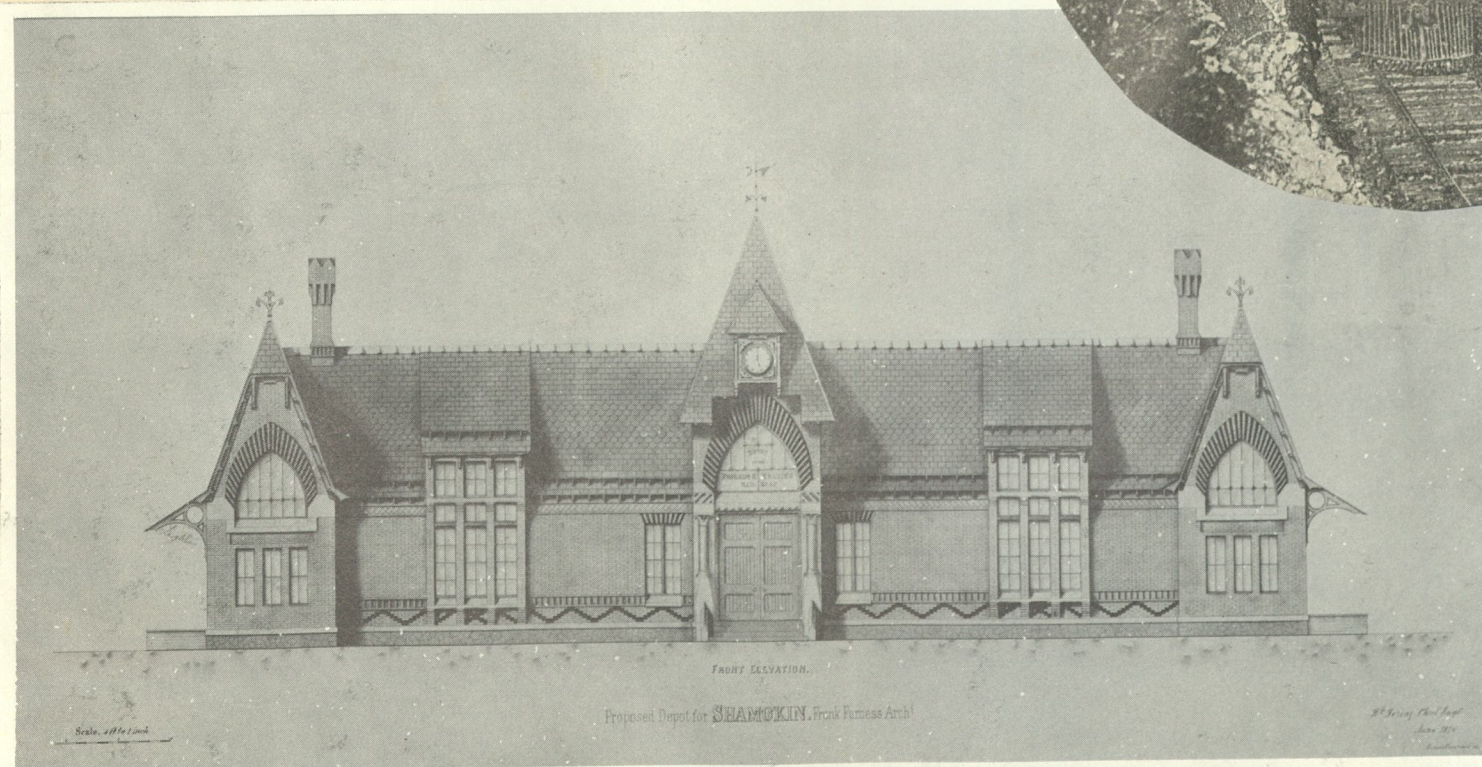
okm



OKM



OKM



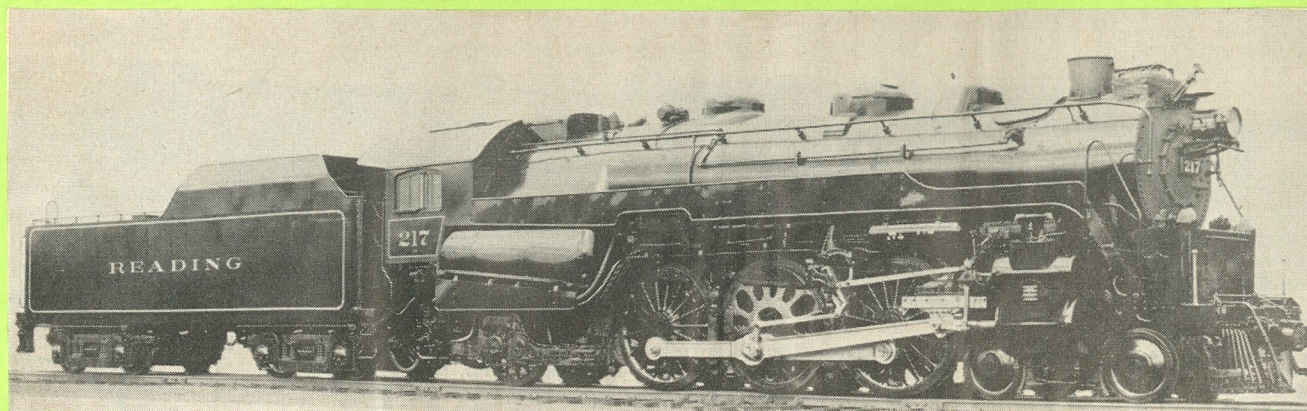
SHAMOKIN, PENNSYLVANIA (1876)

Philadelphia & Reading

This interesting 1876 drawing by architect Frank Furness was made for the proposed new station at Shamokin, Pennsylvania. On the Reading's division of the same name, Shamokin is 138 miles from Reading Terminal, Philadelphia, and 50 miles from Williamsport.

Westbound along the Schuylkill

Clos. No.	Sold	Amount	Clos. No.	Sold	Amount	Clos. No.
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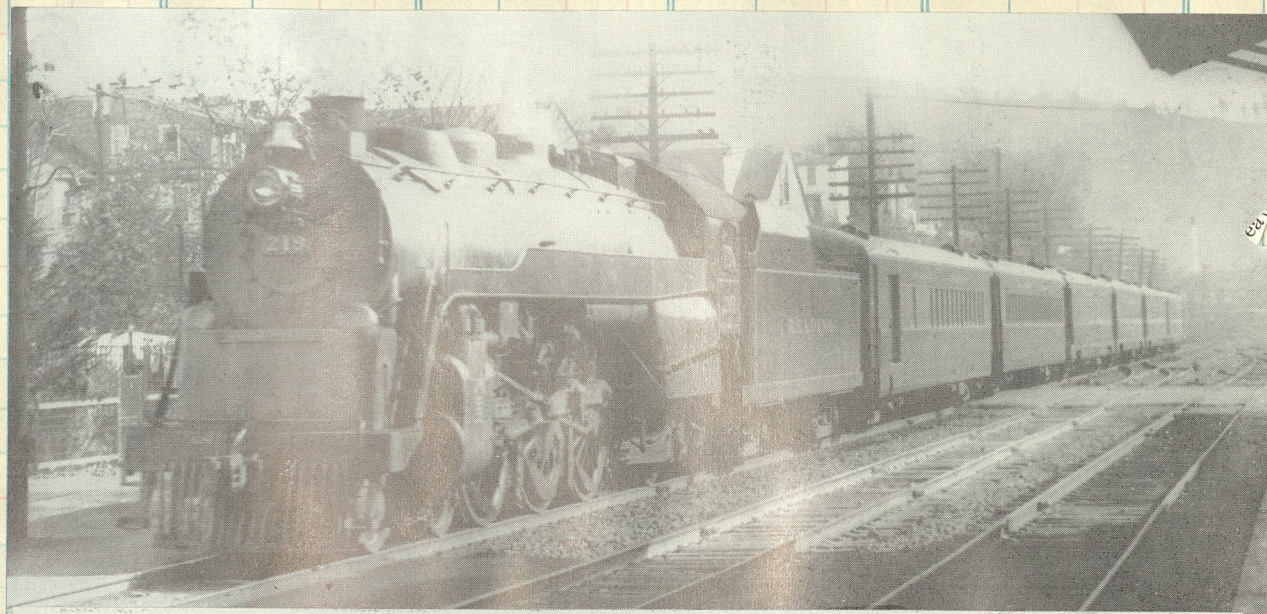


THE LAST OF A NOBLE BREED

In 1948 the Reading Shops constructed ten 4-6-2's numbered 210-219 classed G-3. These were the final Pacifics and the last passenger engines built for domestic service.



The Reading Company has a new streamlined train, a running mate of the 10-year-old Crusader. It is called the Wall Street, and is pulled by a new G-3 Pacific locomotive built in the company's Reading Shops. The regular consist is three coaches, club car, and dining-cocktail lounge car. The schedule is convenient to Philadelphia-New York commuters; in fact, the westbound schedule is set ahead on Saturdays so that half-day workers can benefit.

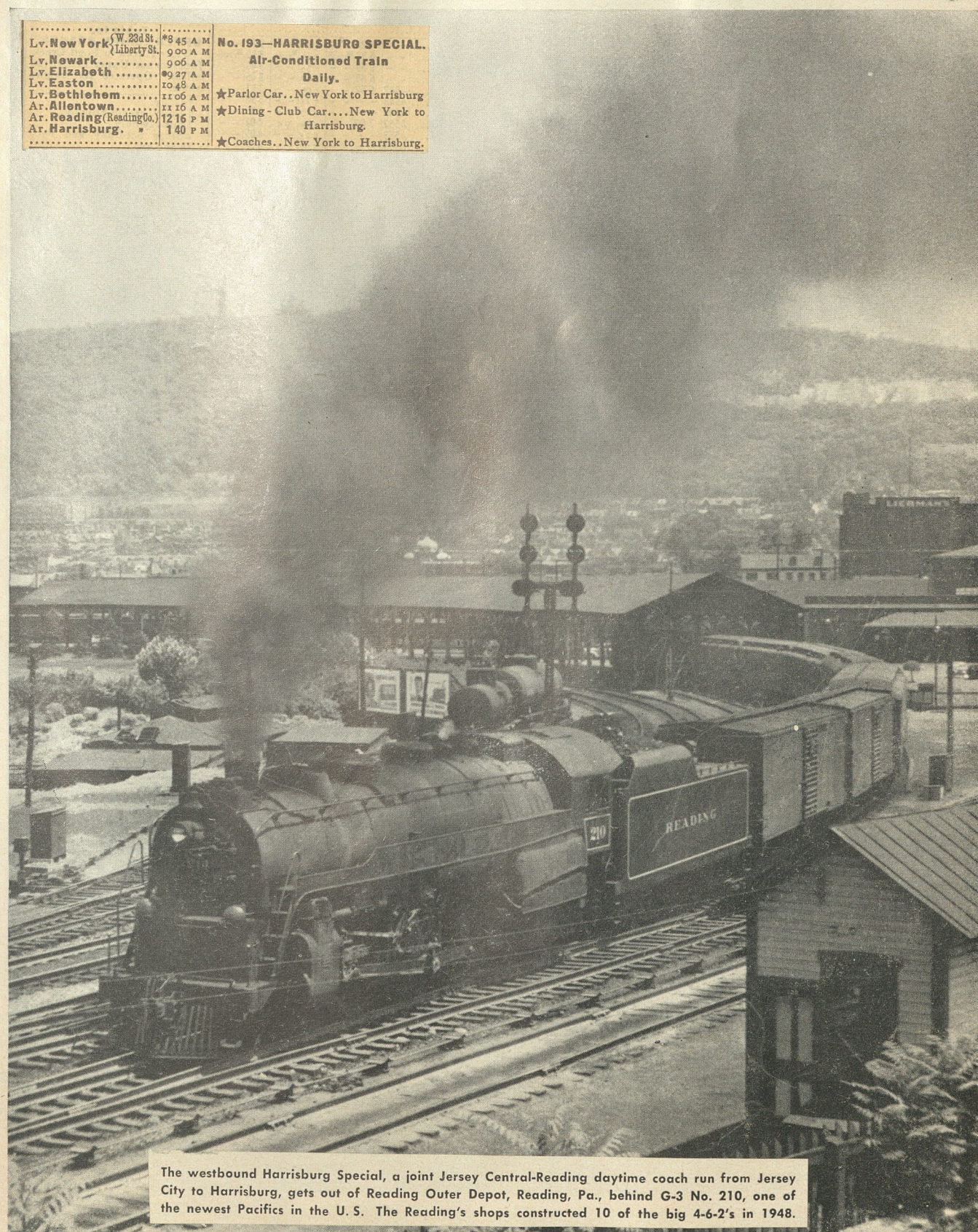


The 219 works the initial trip of a new train "The Schuylkill" arriving at Schuylkill Haven, November 8, 1948.

Lv. New York (Sw. 23d St. Liberty St.)	8 45 A M	No. 193—HARRISBURG SPECIAL. Air-Conditioned Train Daily. *Parlor Car...New York to Harrisburg *Dining-Club Car...New York to Harrisburg. *Coaches...New York to Harrisburg.
Lv. Newark	9 00 A M	
Lv. Elizabeth	9 06 A M	
Lv. Easton	9 27 A M	
Lv. Camden	9 48 A M	
Lv. Bethlehem	11 06 A M	
Ar. Allentown	11 16 A M	
Ar. Reading (Reading Co.)	12 16 P M	
Ar. Harrisburg. *	1 40 P M	

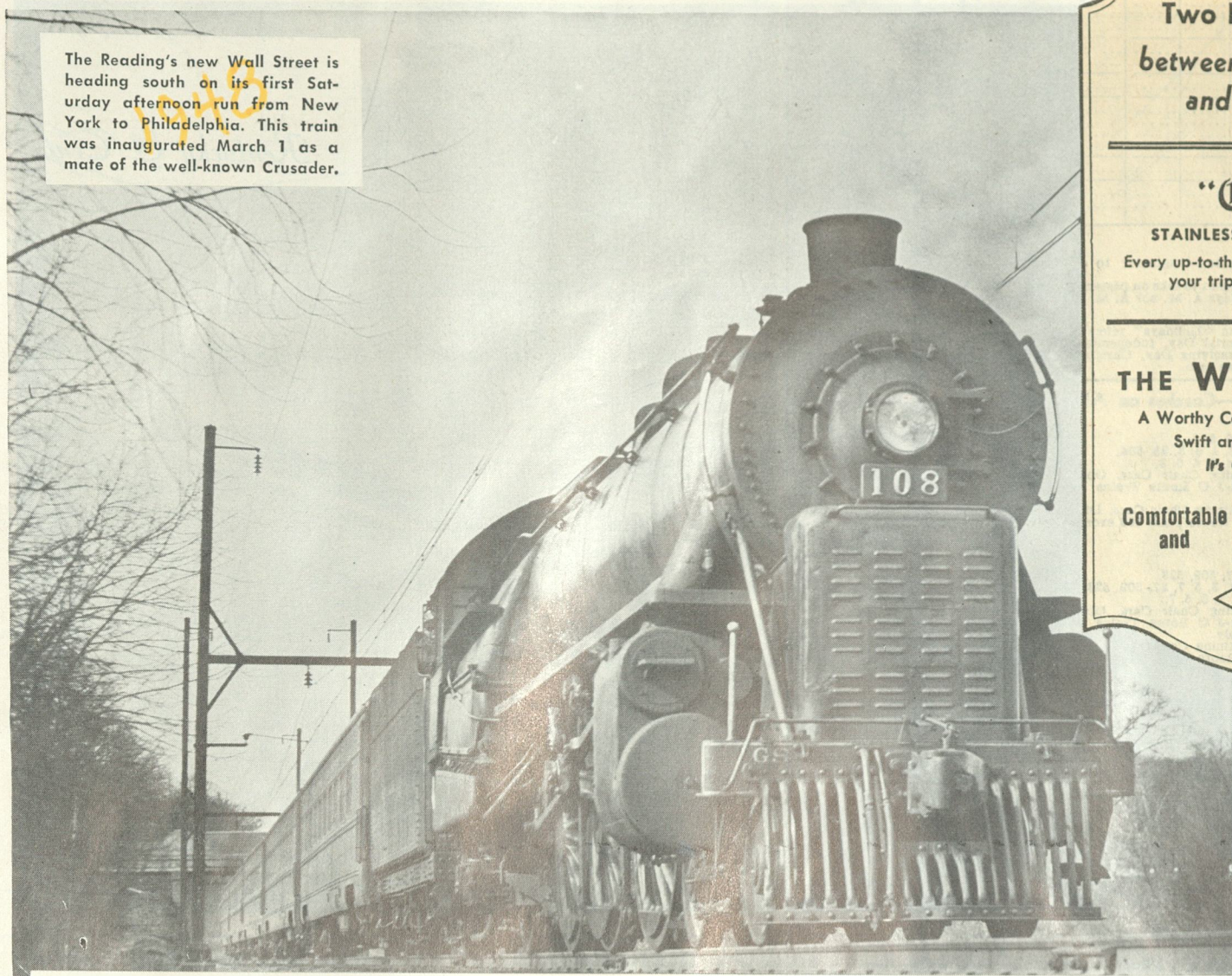


The 214 barrels past 16th St., Phila., with a consist of commuters



The westbound Harrisburg Special, a joint Jersey Central-Reading daytime coach run from Jersey City to Harrisburg, gets out of Reading Outer Depot, Reading, Pa., behind G-3 No. 210, one of the newest Pacifics in the U. S. The Reading's shops constructed 10 of the big 4-6-2's in 1948.

The Reading's new Wall Street is heading south on its first Saturday afternoon run from New York to Philadelphia. This train was inaugurated March 1 as a mate of the well-known Crusader.



Two Feature Trains between PHILADELPHIA and NEW YORK

"Crusader"

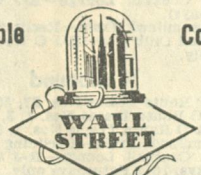
STAINLESS STEEL—STREAMLINED
Every up-to-the minute convenience to make,
your trip a delightful experience

THE WALL STREET

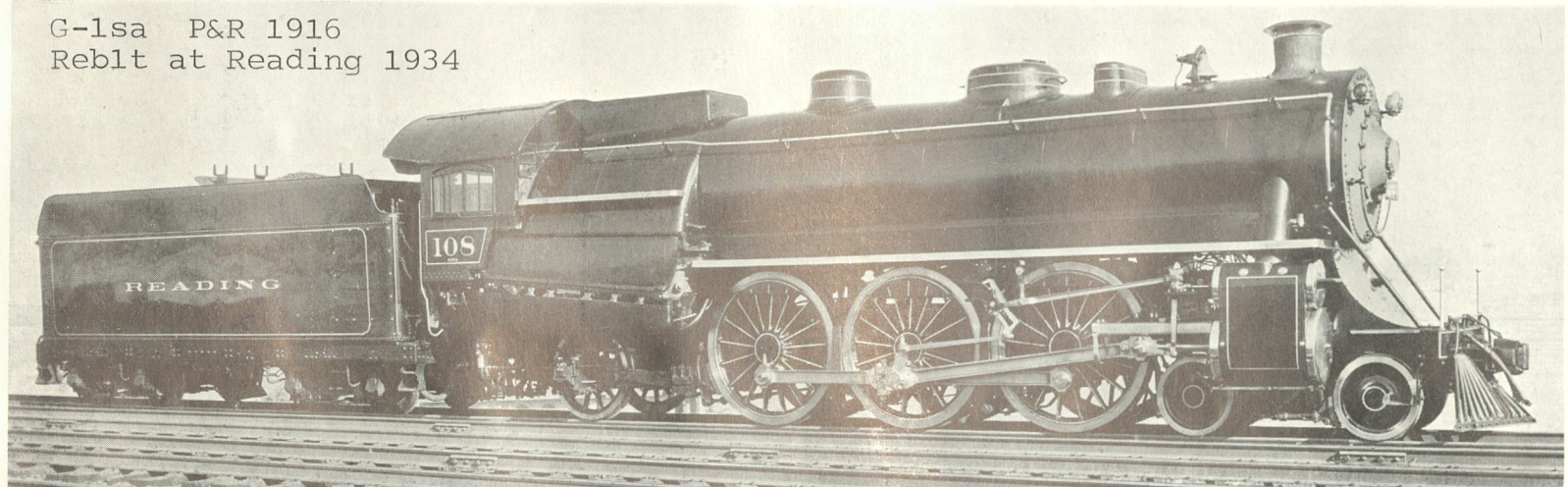
A Worthy Companion to the "Crusader"
Swift and Smooth as an Arrow
It's Colorful—It's Smart

Comfortable
and

Convenient
too



G-1sa P&R 1916
Rebld at Reading 1934



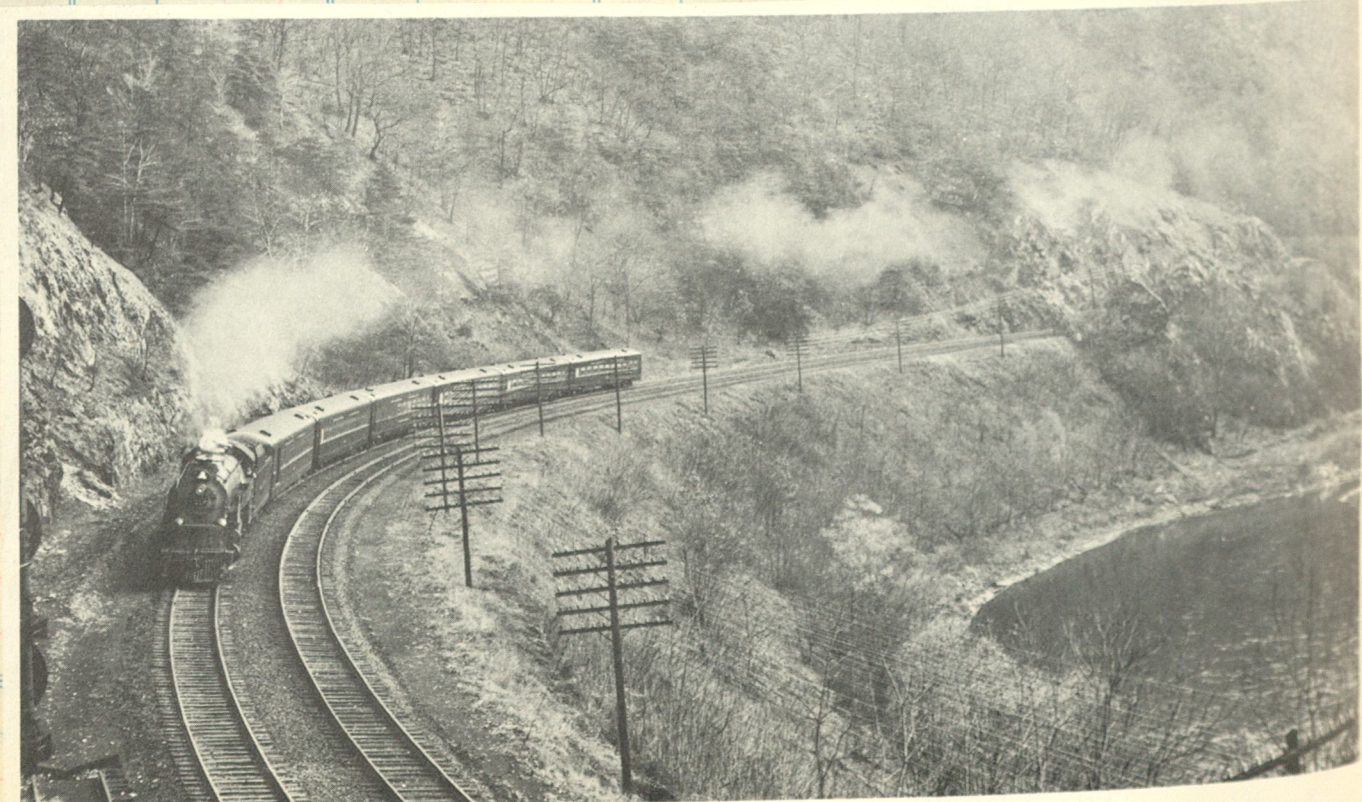
Reading's new streamstyled Wall Street, in the capable hands of a heavy, clean-cut Pacific, takes a load of Philadelphia commuters out of the Jersey City Terminal westbound.

This was the Reading!

The Afternoon Schuylkill in the river valley for which it was named. On the point a G-3 Pacific was trailing a white feather as she stretched her two-tone green train into the short tangent above Conner's Crossing, less than ten minutes from the Pottsville terminal. Fork Mountain lies directly ahead. In a few moments No. 7's engineman would shut off the heavy Pacific and drift the short consist through the narrow gap on the right dubbed "Cape Horn" a century earlier by the boatmen on the Schuylkill Canal.

On this day, July 23, 1949, the Hall signals were still in service, just months from replacement. All principal freight and passenger runs on the main line, and in the hard coal regions, were steam-powered. Since 1842 steam power of the Reading had passed this way without interruption.

This was still the Reading in the unexcelled steam tradition made famous by Kirk, Millholland and Wootten. The modern Pacific and her modest train represented a prideful display of the Reading's own craftsmanship.



Reading Railroad Engine No. 219. A 4-6-2 on head end with trial run of the "SCHUYLKILL" at Klapperthal Curve, just below Reading, Pa., November 8, 1948.

CUT HERE
To Make
Short Sheet

Clos. No. Sold Amount Clos. No. Sold



First Pacifics for the Reading. Five, 105-109, were built at the Reading Shops in 1916.

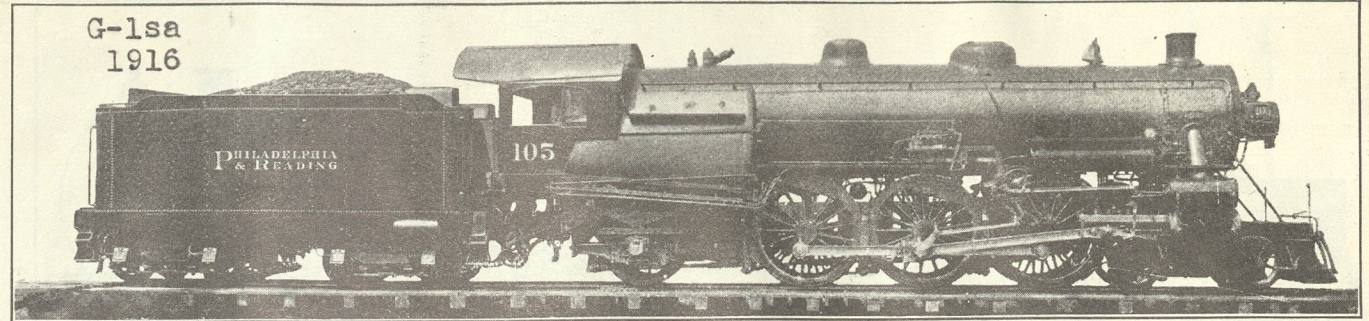


Fig. 139— Pacific (4-6-2) Locomotive for Passenger Service. Built by the Philadelphia & Reading.

Gage.....	4 ft. 8½ in.	Heating Surface, Tubes.....	2,644 sq. ft.
Cylinders.....	25 in. x 28 in.	Heating Surface, Firebox.....	282 sq. ft.
Steam Pressure.....	200 lbs.	Heating Surface, Total.....	2,926 sq. ft.
Diam. of Drivers.....	80 in.	Heating Surface, Superheater.....	652 sq. ft.
Tractive Effort.....	37,200 lbs.	Grate Area.....	94.5 sq. ft.
Rigid Wheel Base.....	13 ft. 10 in.	Weight on Drivers.....	176,900 lbs.
Driving Wheel Base.....	13 ft. 10 in.	Weight, Total.....	273,600 lbs.
Total Wheel Base.....	35 ft. 7 in.	Fuel.....	Anthracite coal

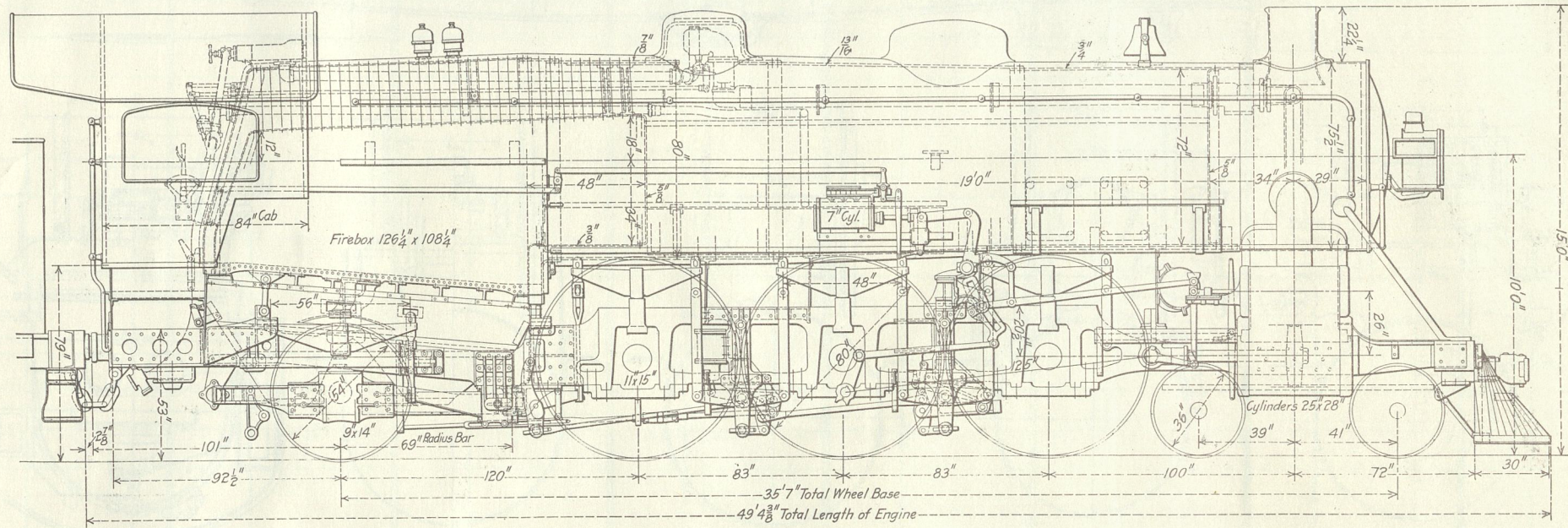
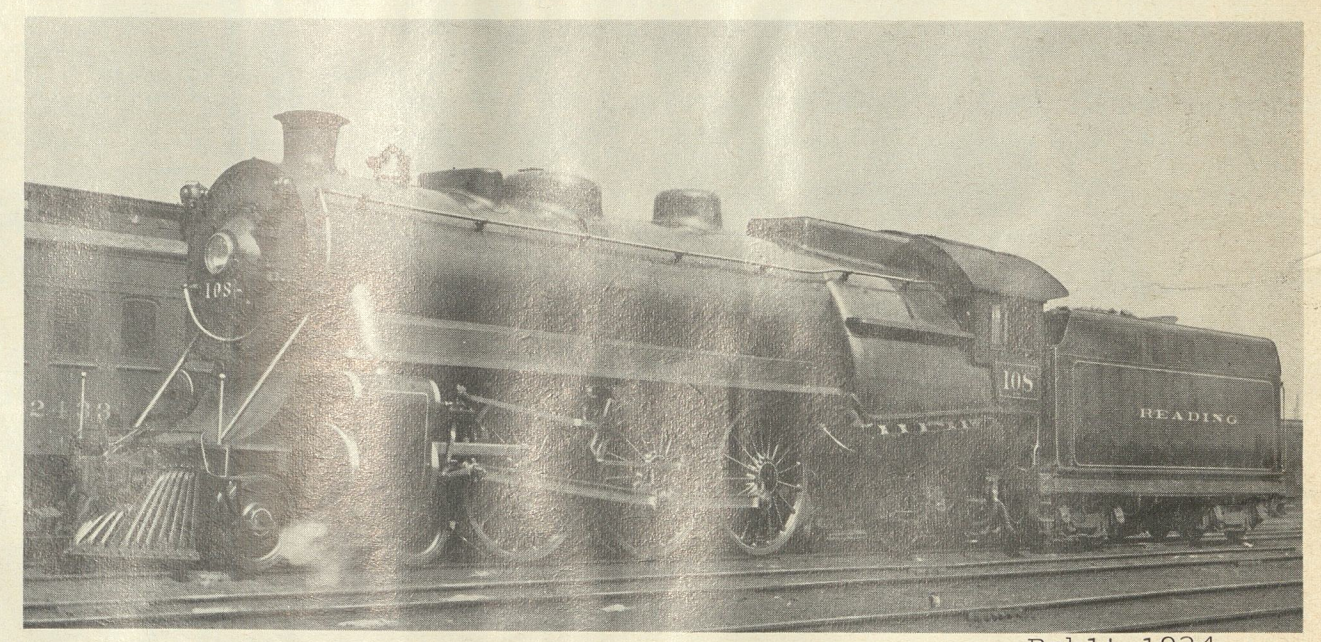
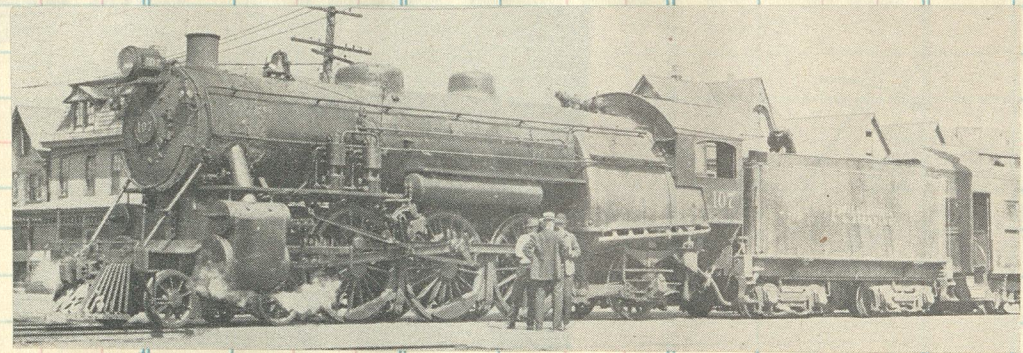


Fig. 138—Pacific (4-6-2) Locomotive for Passenger Service. Built by the Philadelphia & Reading.



Rebld 1934

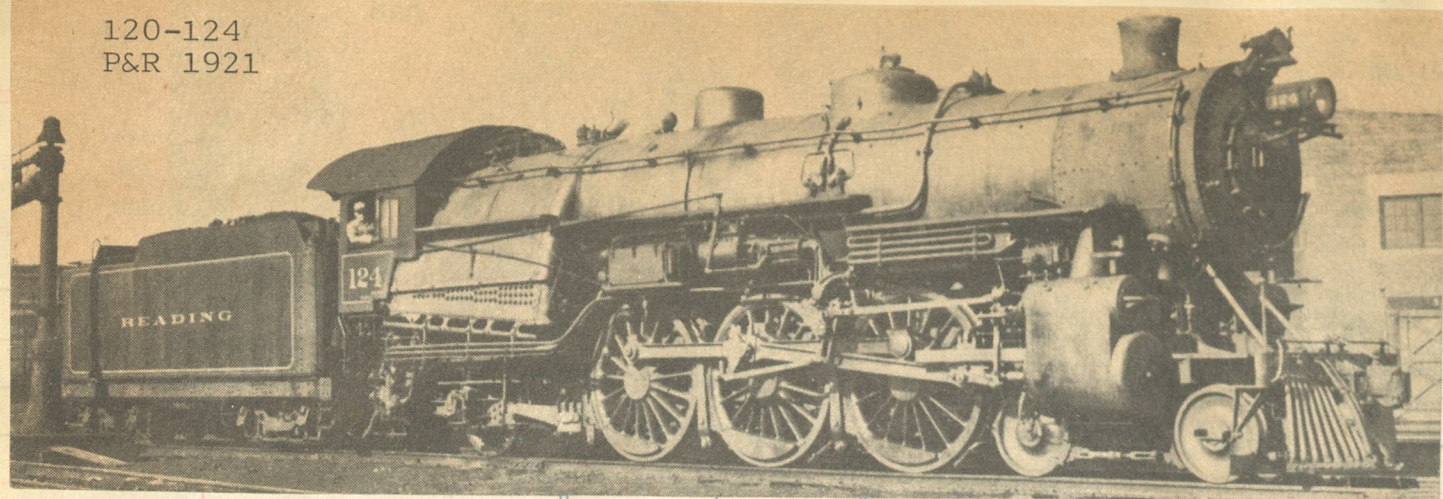
W. R. Osborne

THIS locomotive has neither an air pump nor a main air reservoir. For when Reading took a cue from D&H in 1934 and anglicized Pacific 108, both pump and reservoir were relocated in the tender to ensure a clean appearance. Power reverse was even tucked up under the boiler!

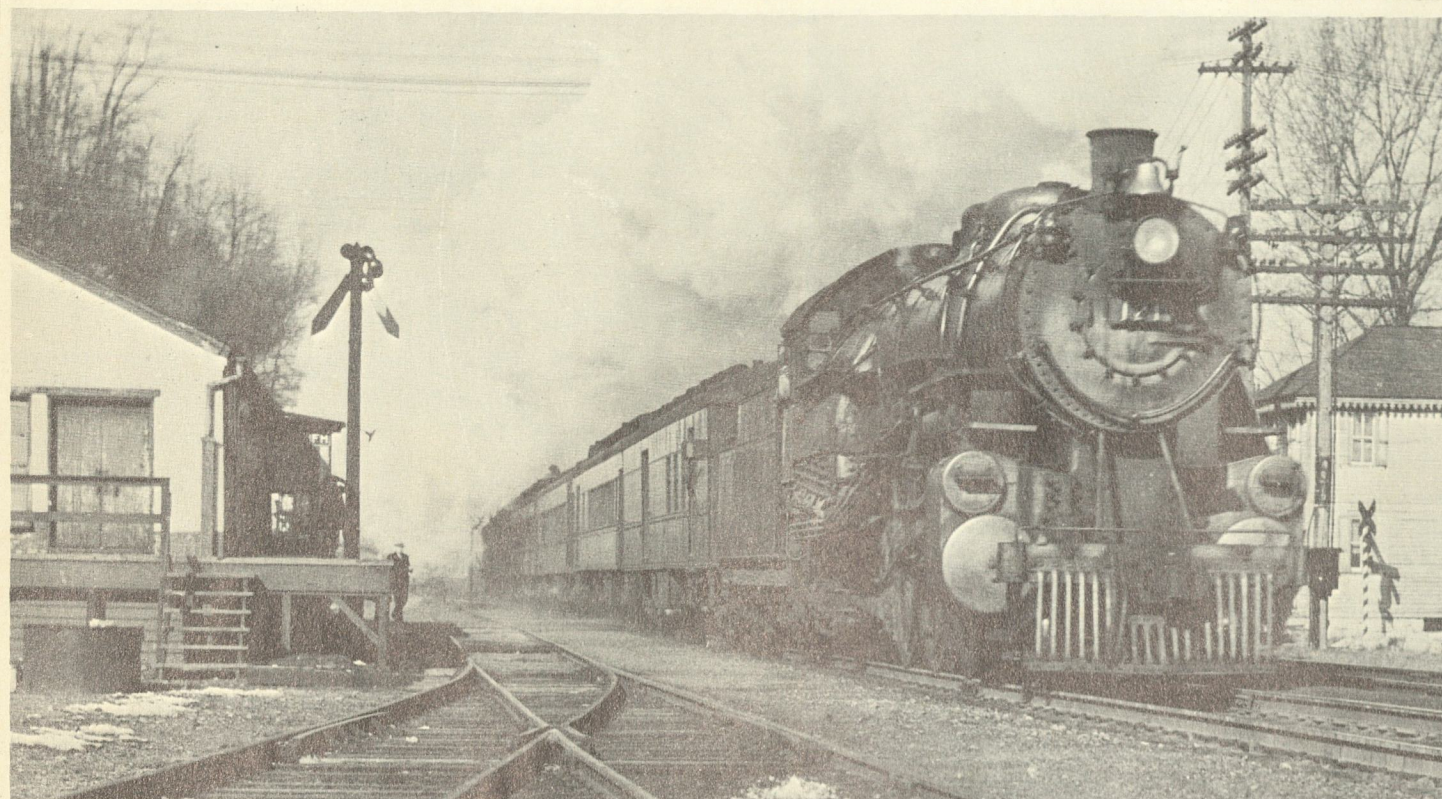


On the C.N.J. near Middlesex, N. J.

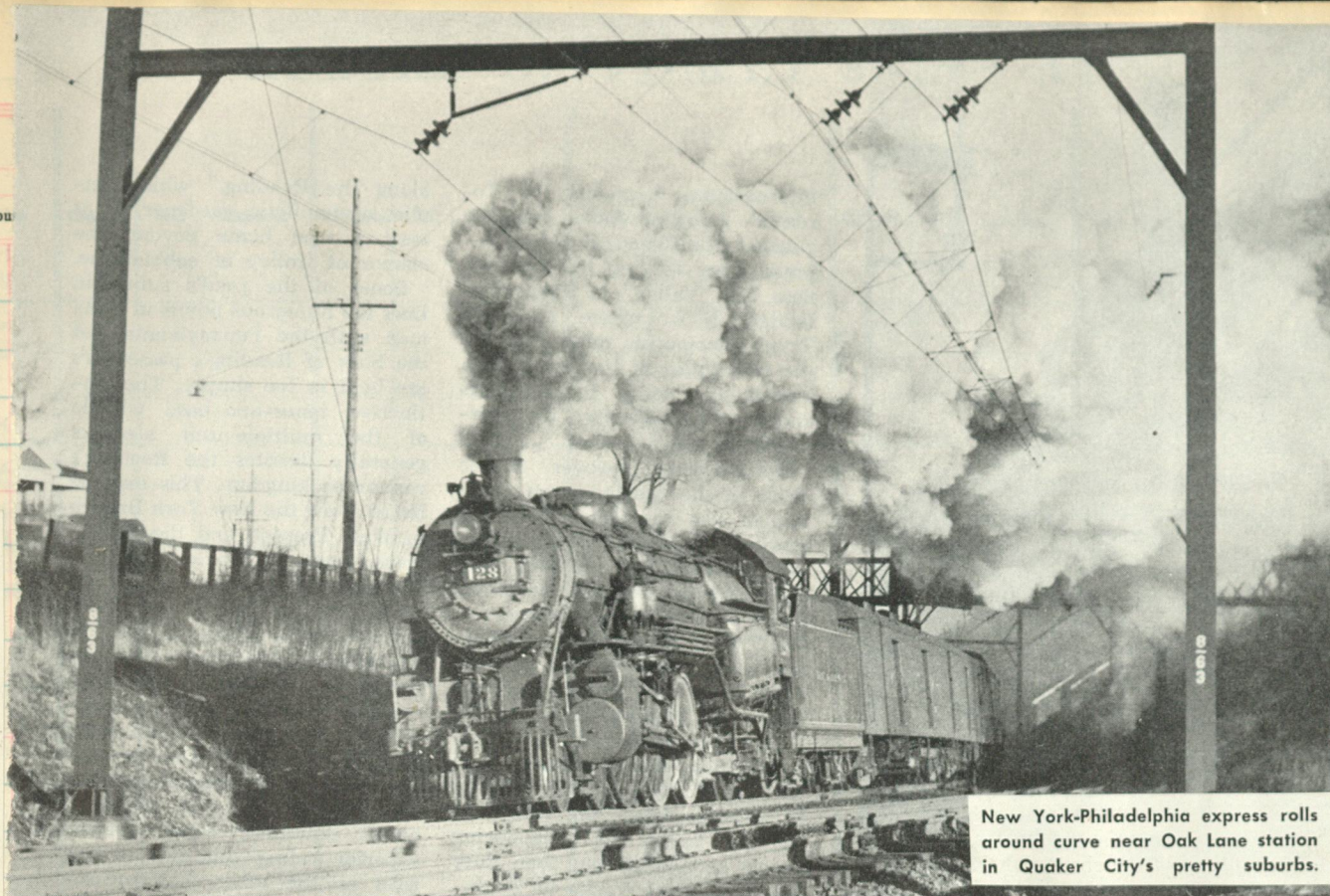
120-124
P&R 1921



Sold Amou



Reading Railroad Engine No. 121. A 4-6-2, with "QUEEN OF THE VALLEY" really traveling through Tipton, Pa. in Winter of 1931.



New York-Philadelphia express rolls around curve near Oak Lane station in Quaker City's pretty suburbs.

125-129
P&R 1923

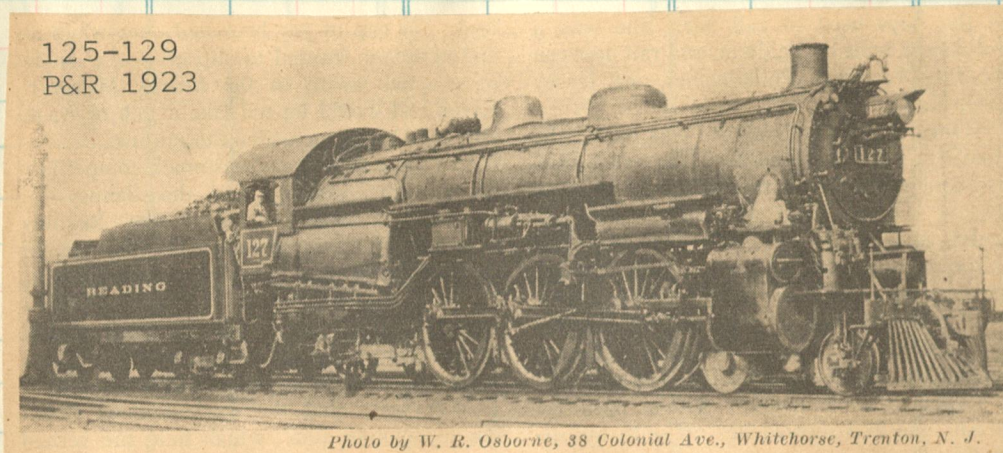
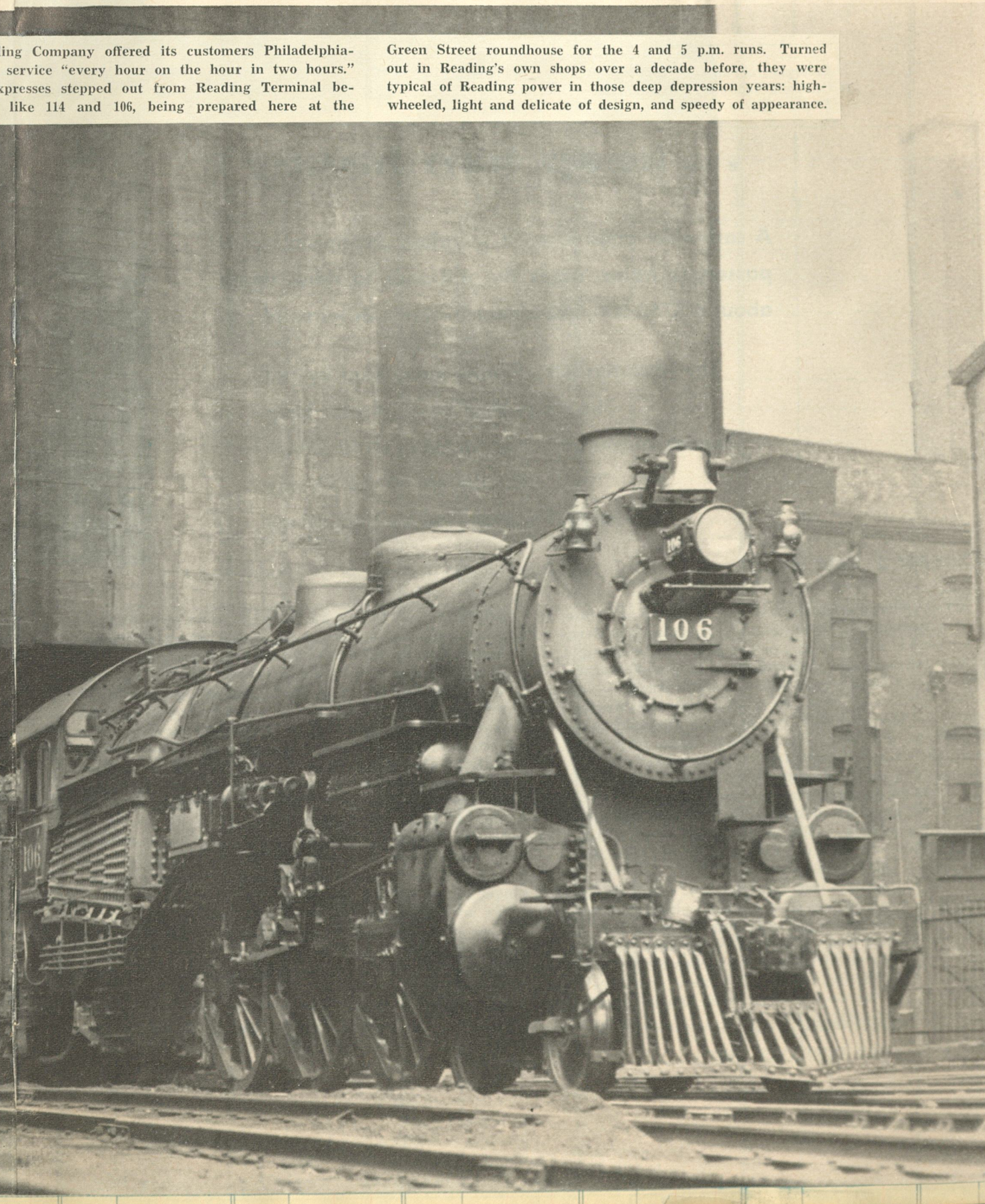
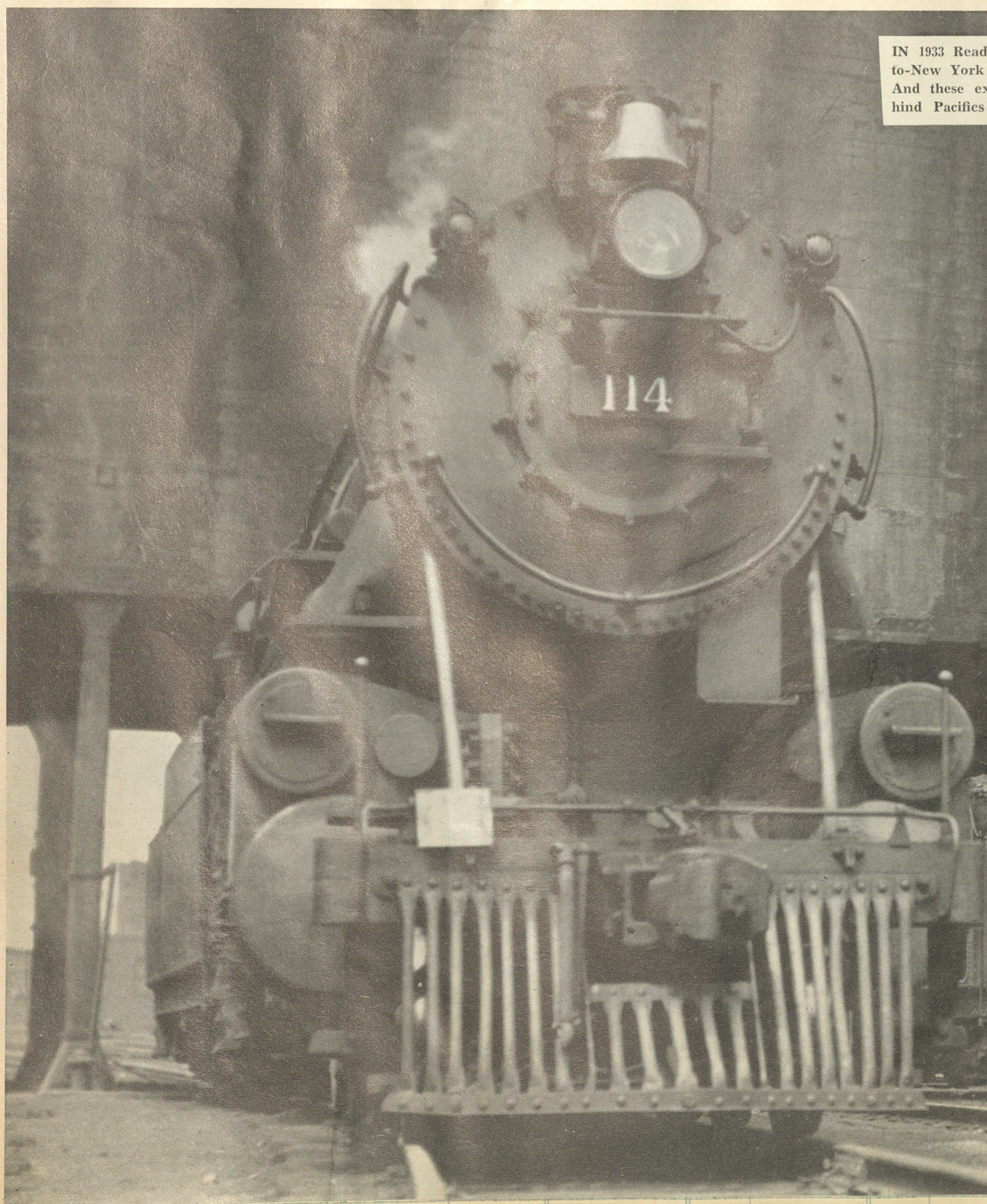
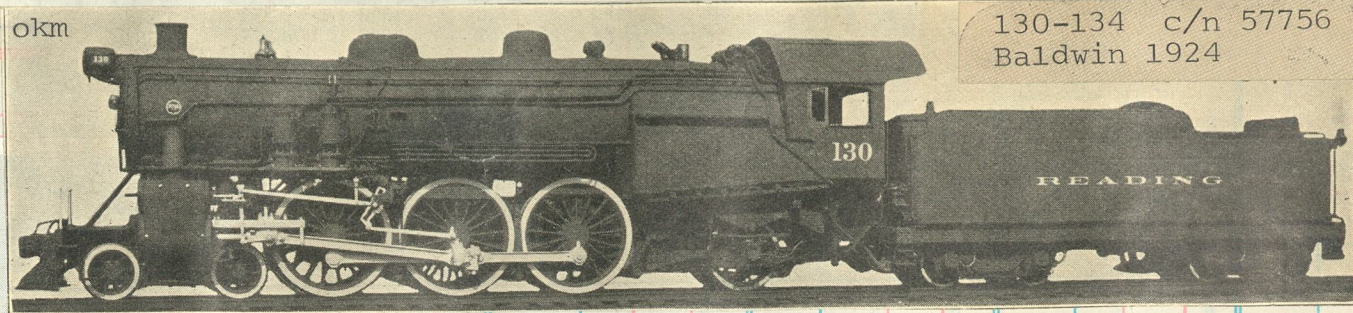


Photo by W. R. Osborne, 38 Colonial Ave., Whitehorse, Trenton, N. J.

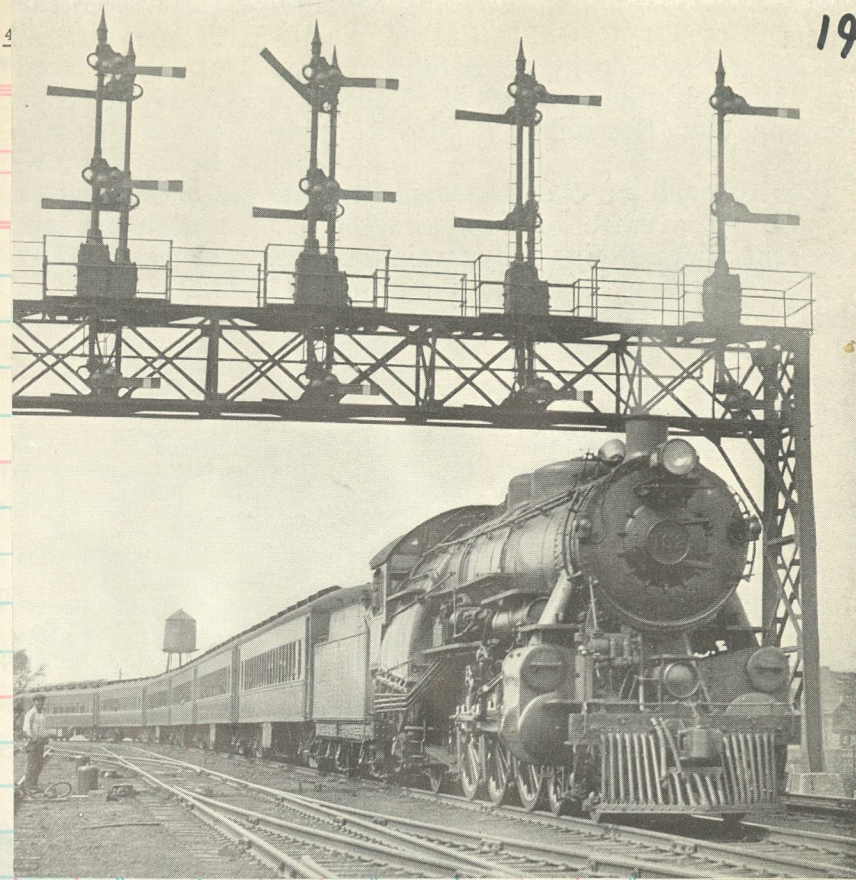
IN 1933 Reading Company offered its customers Philadelphia-to-New York service "every hour on the hour in two hours." And these expresses stepped out from Reading Terminal behind Pacifics like 114 and 106, being prepared here at the

Green Street roundhouse for the 4 and 5 p.m. runs. Turned out in Reading's own shops over a decade before, they were typical of Reading power in those deep depression years: high-wheeled, light and delicate of design, and speedy of appearance.

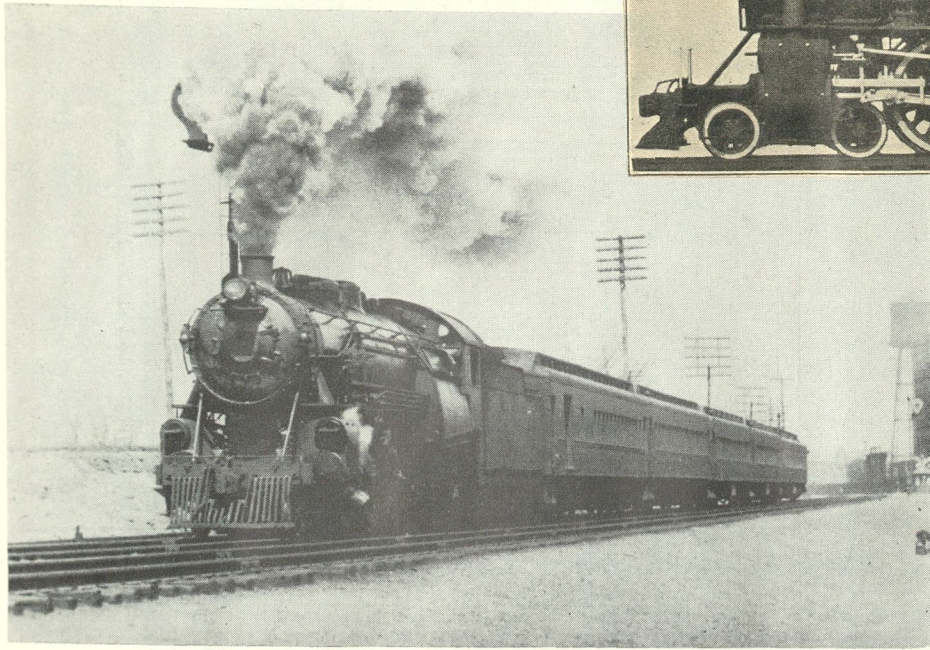




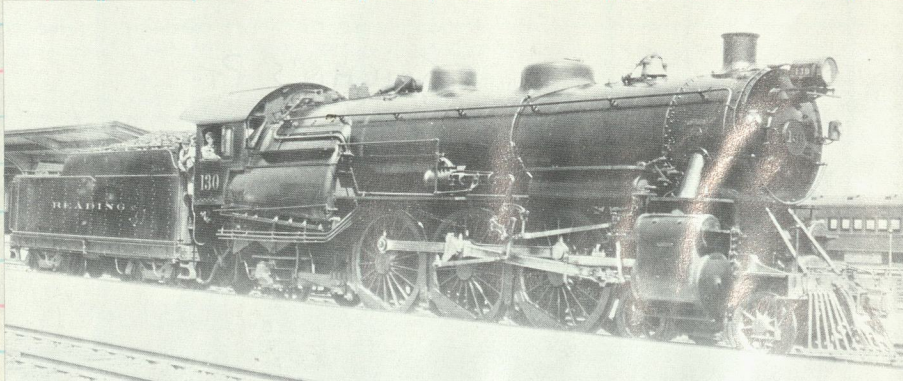
130-134 c/n 57756
Baldwin 1924



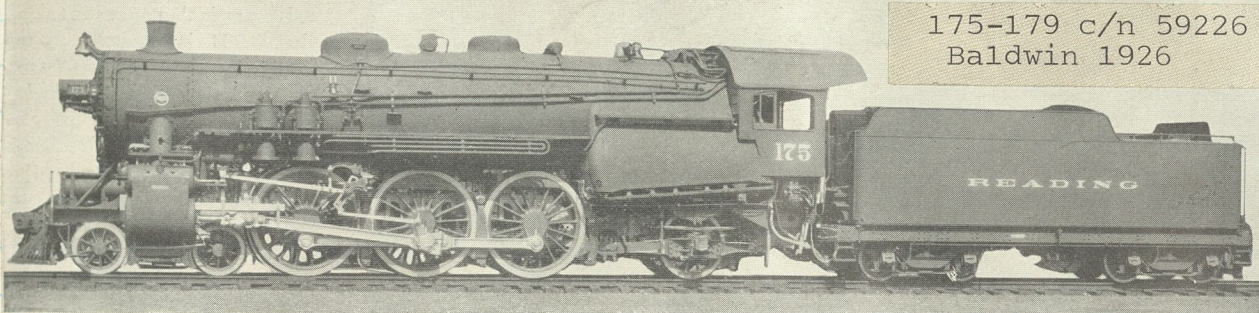
Another consist for Atlantic City departs
Camden behind the 132



The 131 roars out of Kaighn's Point
with Train #9



In their original form the 130's were
handsome engines

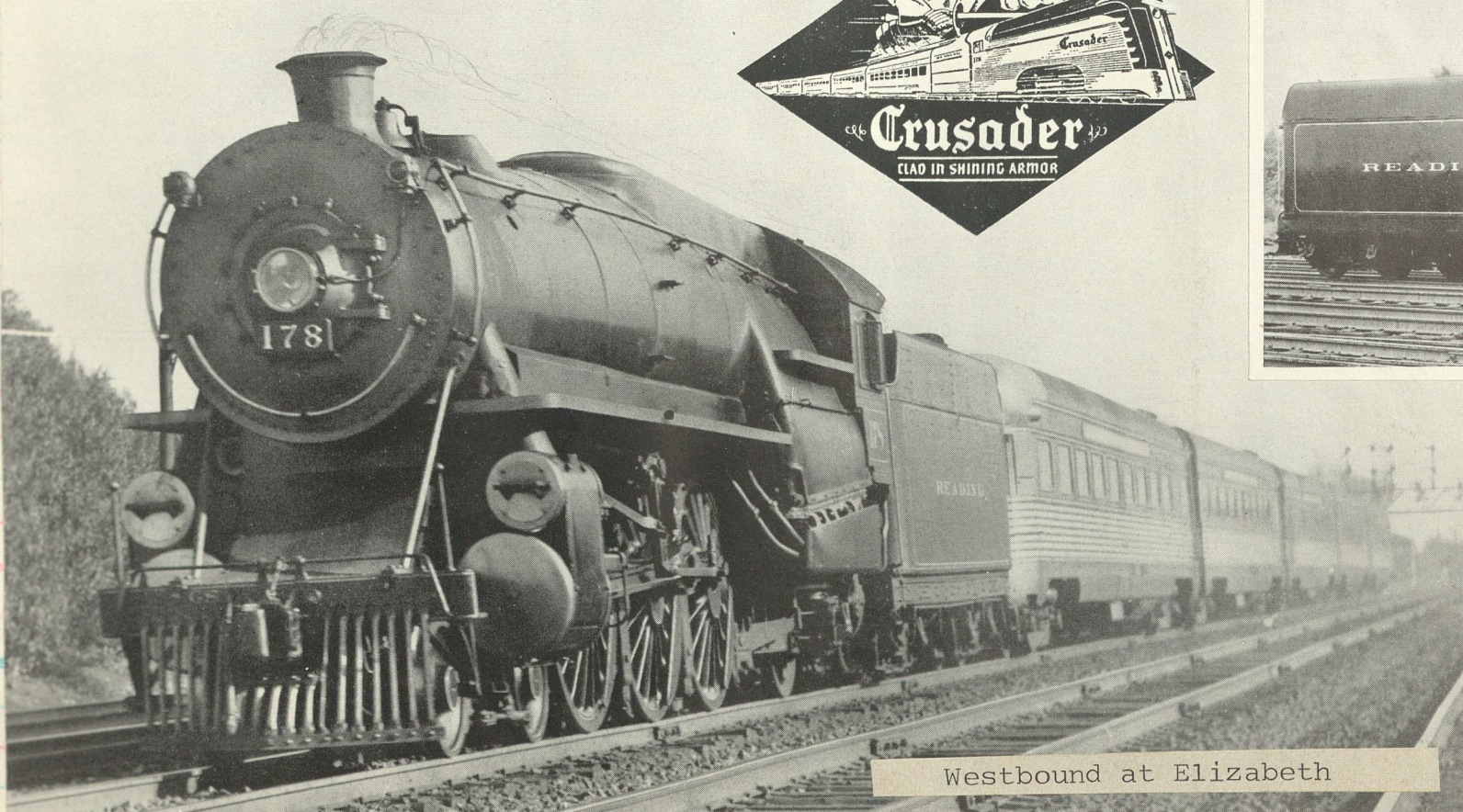
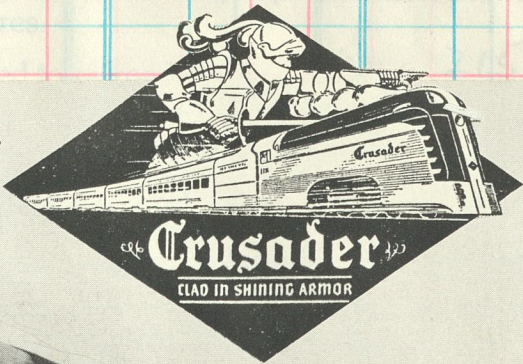
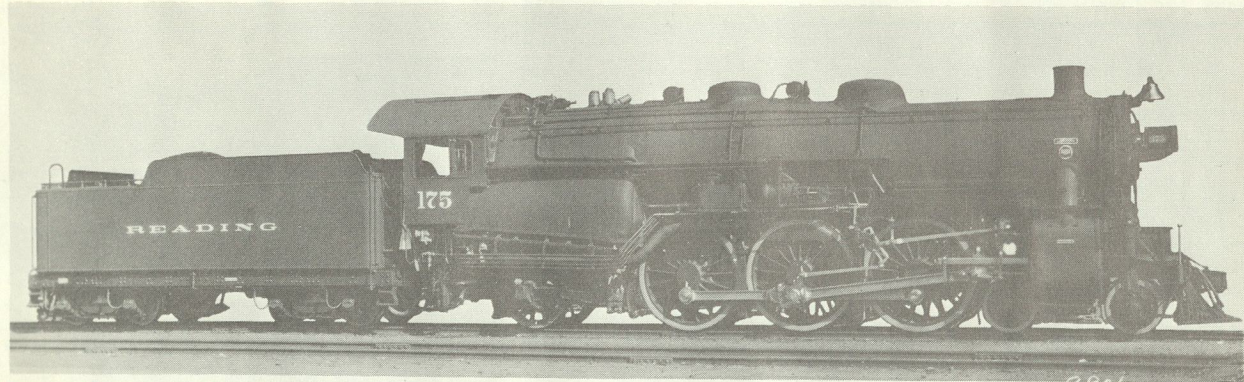


175-179 c/n 59226
Baldwin 1926

Pacific Type Locomotive, Class G-2-SA, for Passenger Service					
Cylinders	25" x 28"	Tubes, number	5 1/2", 34; 2 1/4", 162	Wheel base, driving	13' 10"
Drivers, diam.	80"	" length	19' 0"	" " total engine	35' 11"
Boiler, diam.	74"	Grate area	95 sq. ft.	" " and	tender
Steam pressure	230 lb.	Water heating surface	3045 sq. ft.	tender	489,760 lb.
Firebox	126 3/4" x 108 3/4"	Superheating surface	745 sq. ft.	Tank capacity	9000 U. S. gal.
Tubes, diam.	5 1/2" & 2 1/4"	Weight on drivers	192,540 lb.	Fuel	15 tons
				Tractive force	42,800 lb.

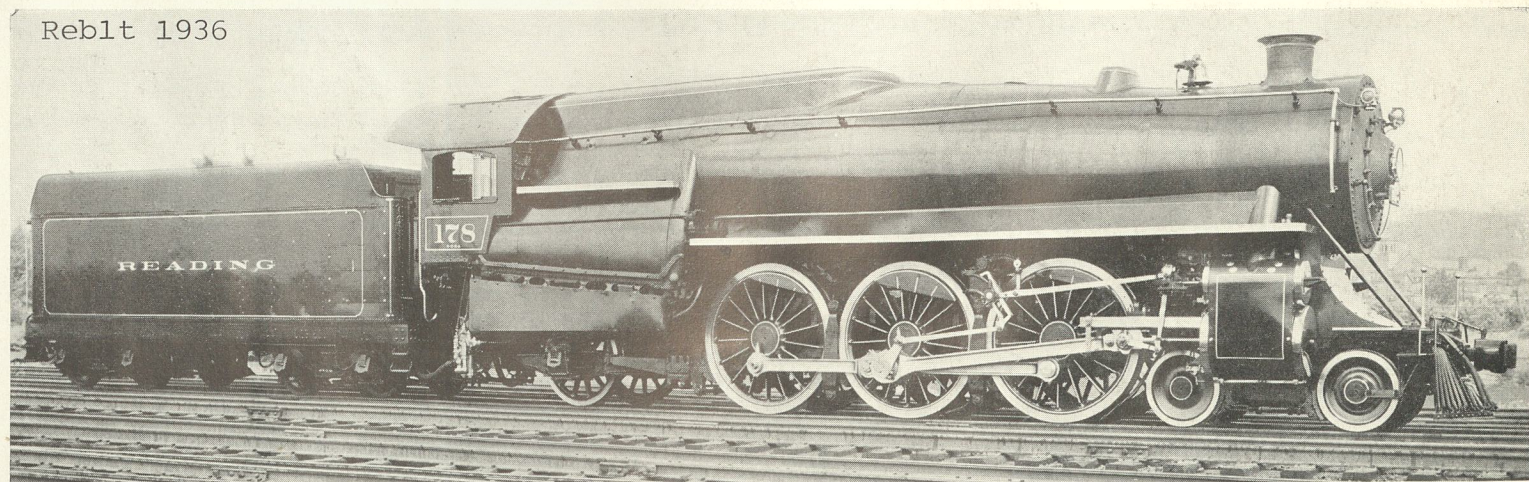


The 179 has 'the bit in her teeth' as she races over C.N.J.
iron with a N.Y. & Phila. express near Roselle, N. J.

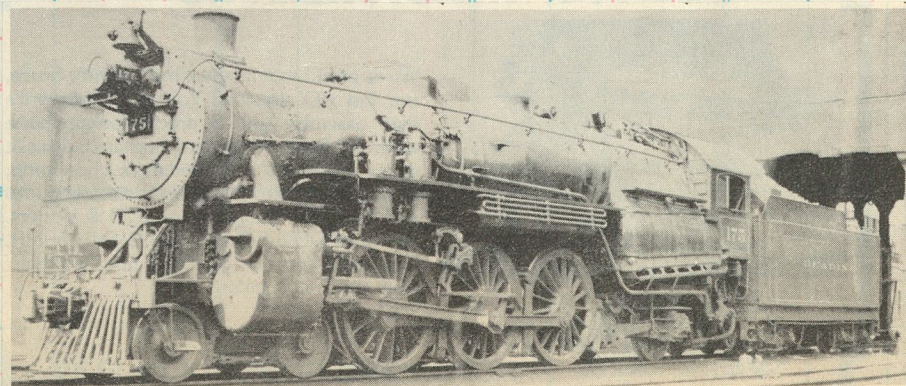


Westbound at Elizabeth

Reb1t 1936

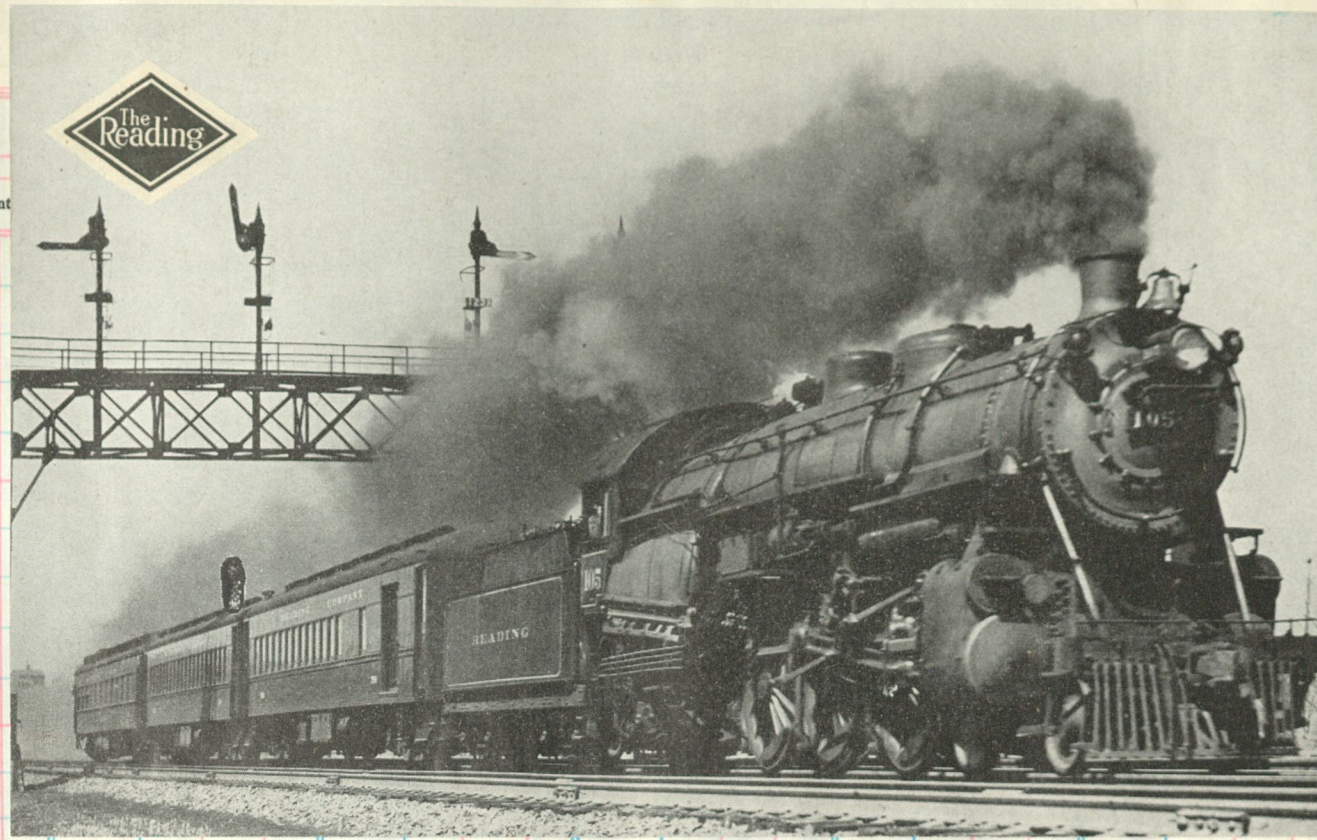


"Streamstyling" did nothing to improve the appearance of the 178.





Train time at Norristown, Pa. Trn is #7 Date July 1931



Back in time when railroading was a wonderful experience!

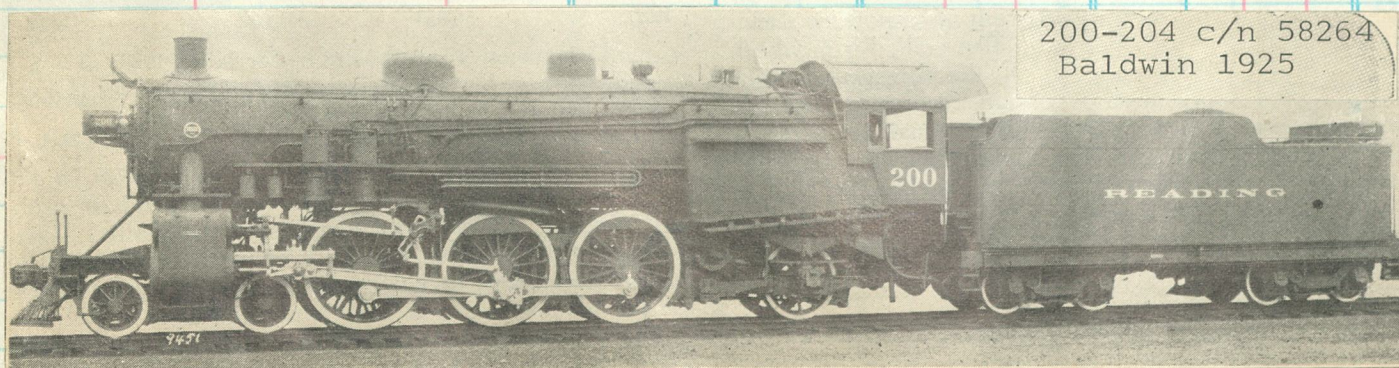


Herbert Welsberger, 1800 E. 12th St., Brooklyn, N. Y.

The 114 under full sail thru Elizabeth



The Reading Philadelphia express is crossing the Raritan River bridge at Manville, N. J. This is on the pretty Reading-Jersey Central route between New York and the Quaker City. From Jersey City to Bound Brook, just east of where this picture was taken, the train used Jersey Central rails.



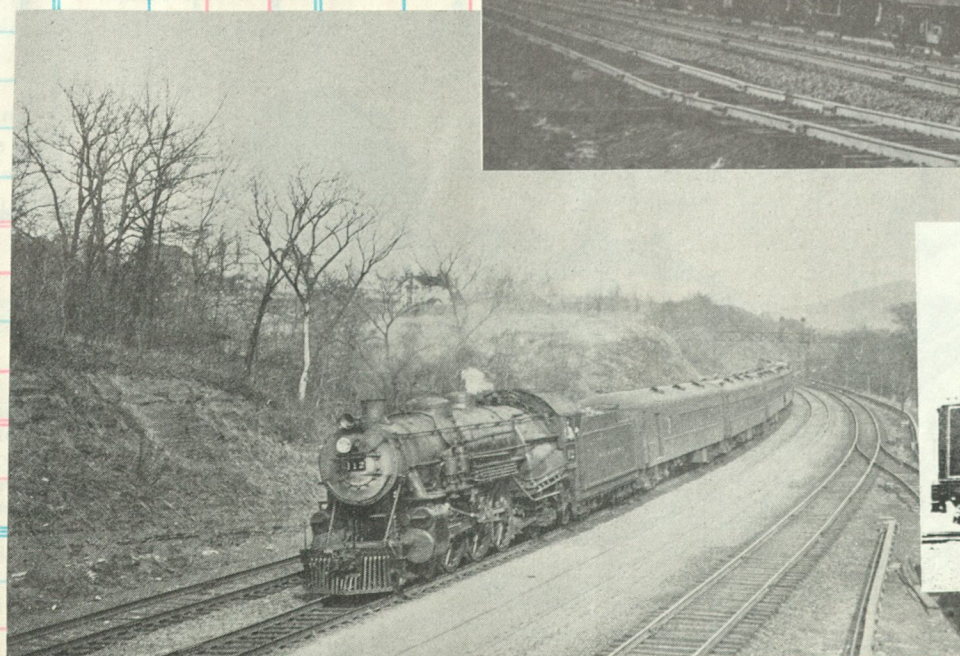
200-204 c/n 58264
Baldwin 1925



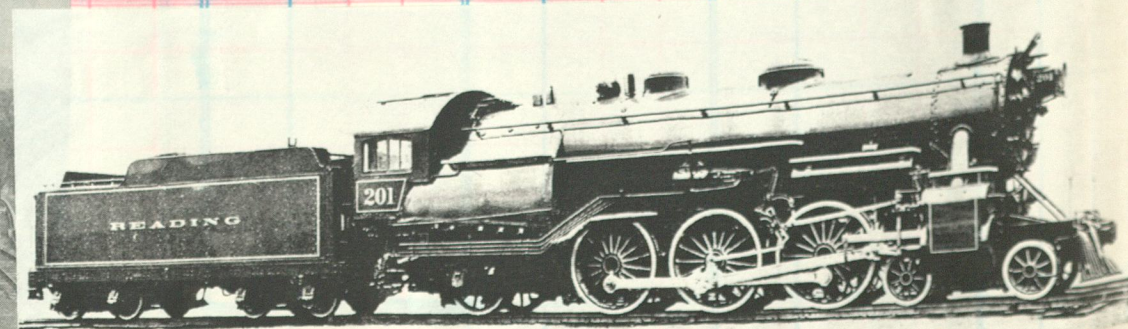
One of the last Pacifics to be built, the 215 heads seven cars of Trn 192



All ready to go at Market Street

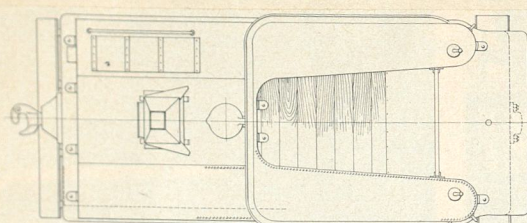


Into Birdsboro, Pa., pulls train 7 of the Reading Company behind engine 112, a G-1sa Pacific. Peak in background is Monocacy Hill.

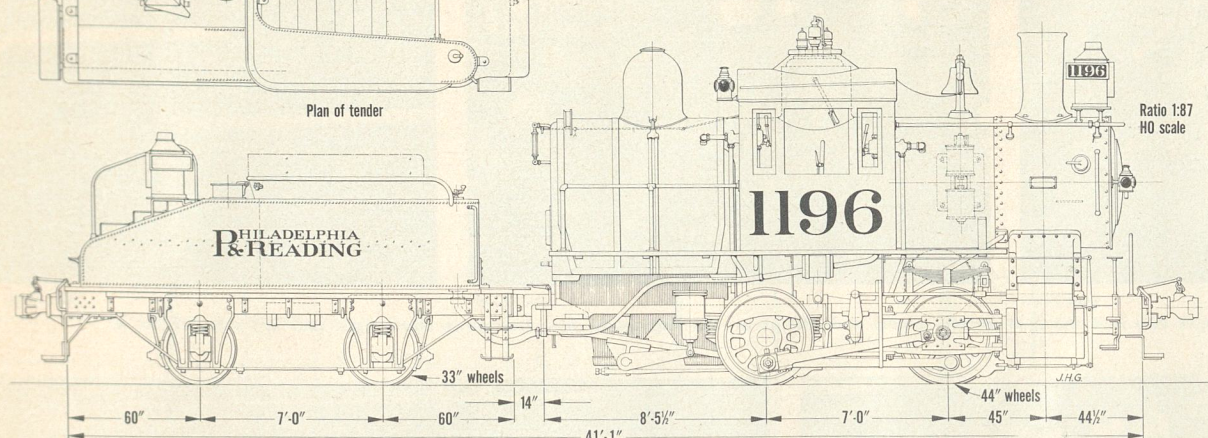


The Reading employed more 0-4-0's than any other U. S. road. Their service, for the most part, was at the Port Richmond Terminal facilities in Philadelphia. These little teapots were only engines able to navigate the track restrictions in and about the industrial warehouses.

Reading 0-4-0 switcher



Plan of tender

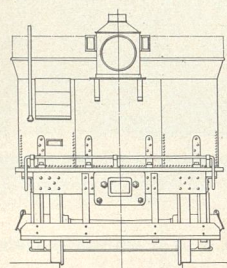


Baldwin 1903

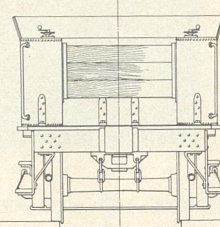
1187-1196

c/n 22136

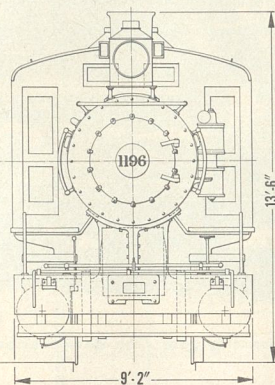
Ratio 1:87
HO scale



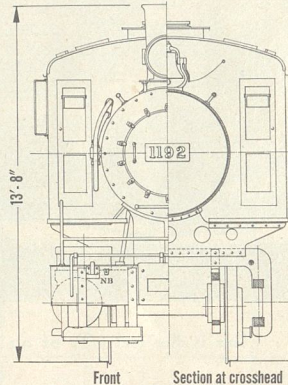
Rear



Front

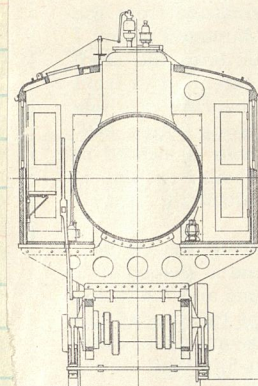


Class A4a

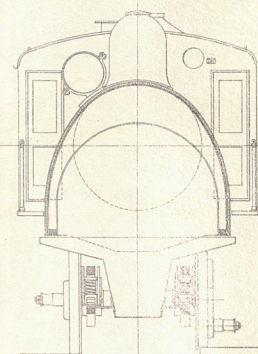


Front Class A4b

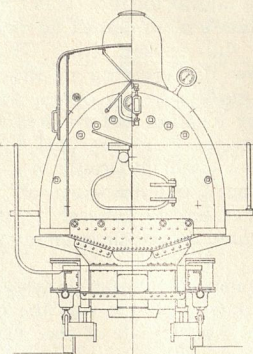
Section at crosshead showing first cab bracket



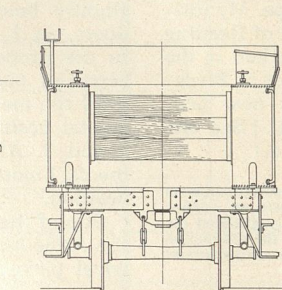
Class A4b Cross section showing second cab bracket



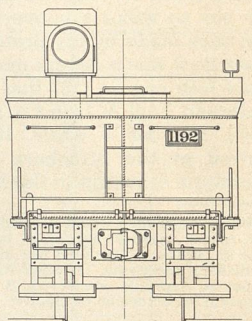
Class A4a Cross section at first cab bracket



Class A4b Rear

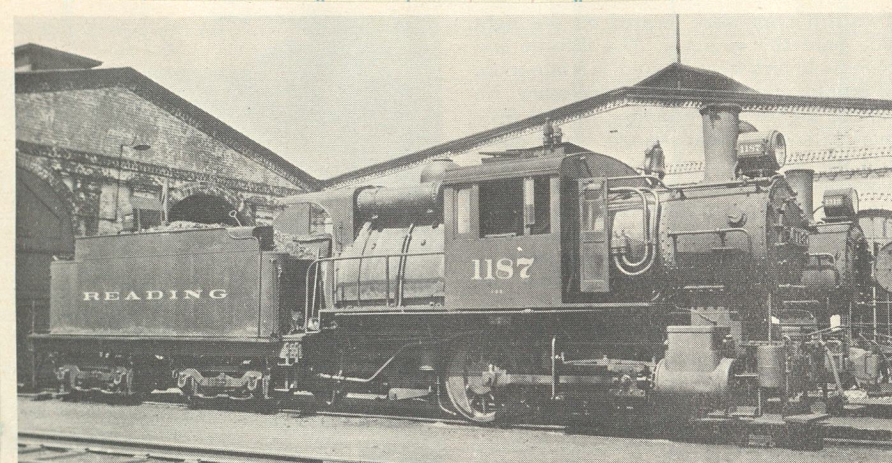


Front



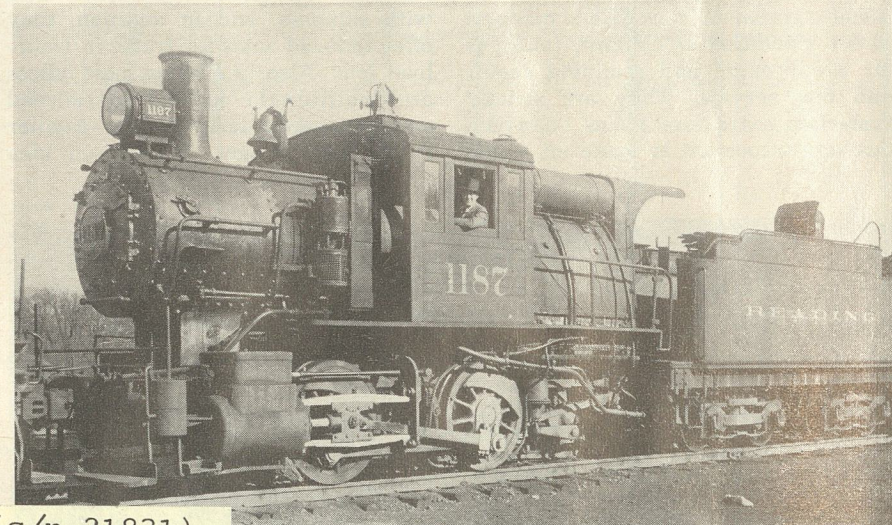
Rear

[as rebt 1909]

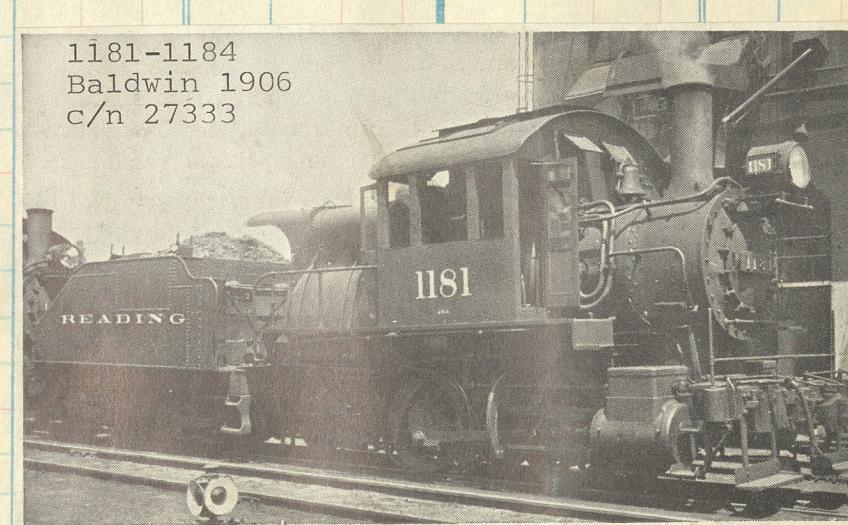


Harold K. Vollrath collection.

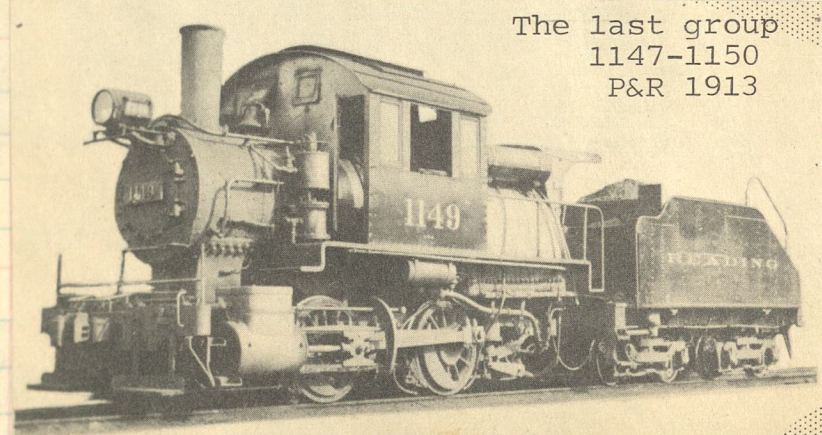
The 1187, class A-4b, was built by Baldwin 1903 (c/n 21831). Sold to the C.F. & I. #4 in 1946, then to the Strasburg R.R. in 1962. Saw service for a few years, now in static condition.



Donald A. Somerville.



1181-1184
Baldwin 1906
c/n 27333



The last group
1147-1150
P&R 1913



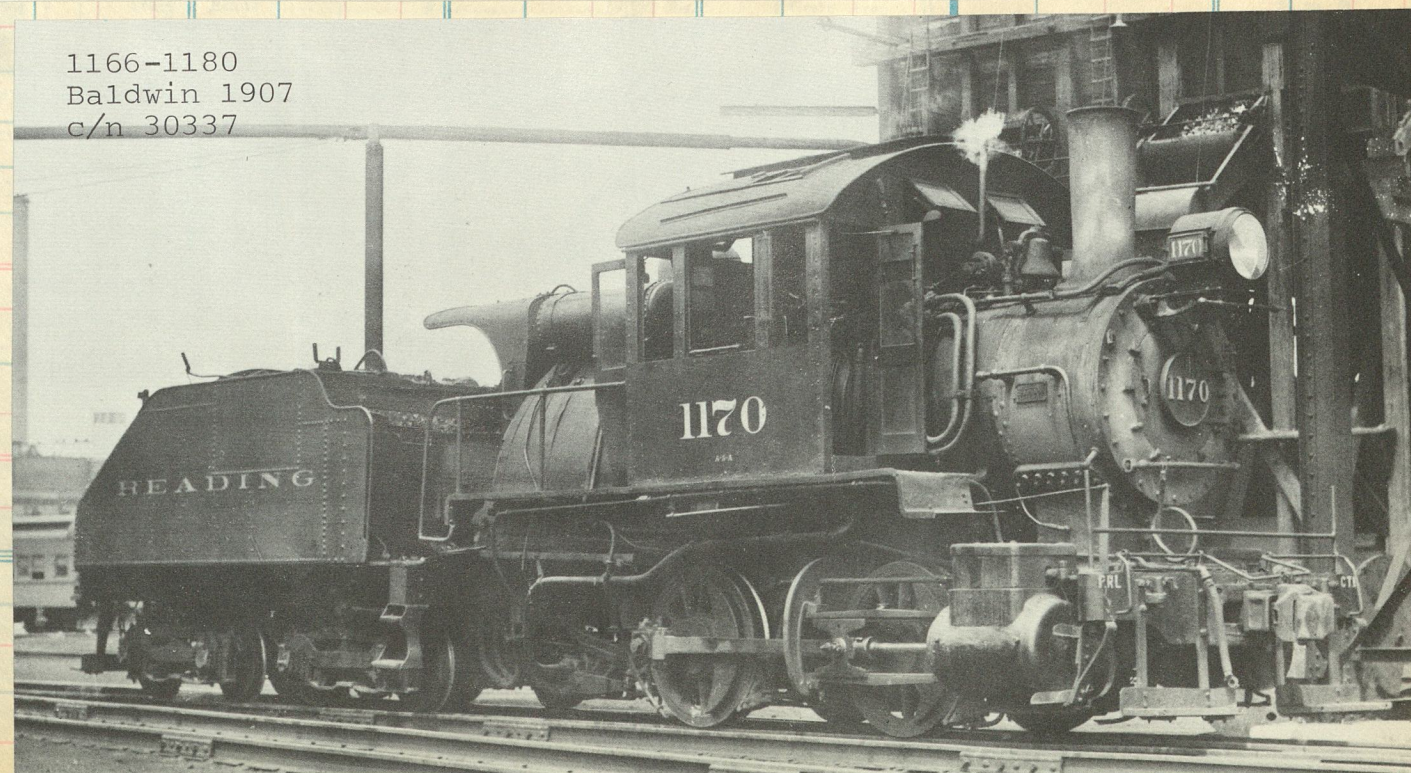
Locomotive 547

Between the years 1889 and 1896, 18 locomotives of this class were built by Baldwin Locomotive Works. Locomotive 547 was completed in January 1890 and was later renumbered 1218 and classified A-2-a. It is interesting to note that the water supply on this engine was carried in the saddle tank while the small four-wheeled tender carried coal only. The Camden Forge Company finally bought the locomotive in May 1917.

Cylinders.....14" x 22"	Heating Surface680 sq. ft.
Drivers44"	Total Weight54,700 lbs.
Boiler Pressure145 lbs.	Tractive Force12,100 lbs.
Grate Area28.3 sq. ft.	



1246-1250
Baldwin 1902
c/n 20455
(as rebt 1907)



1166-1180
Baldwin 1907
c/n 30337



P&R 1912

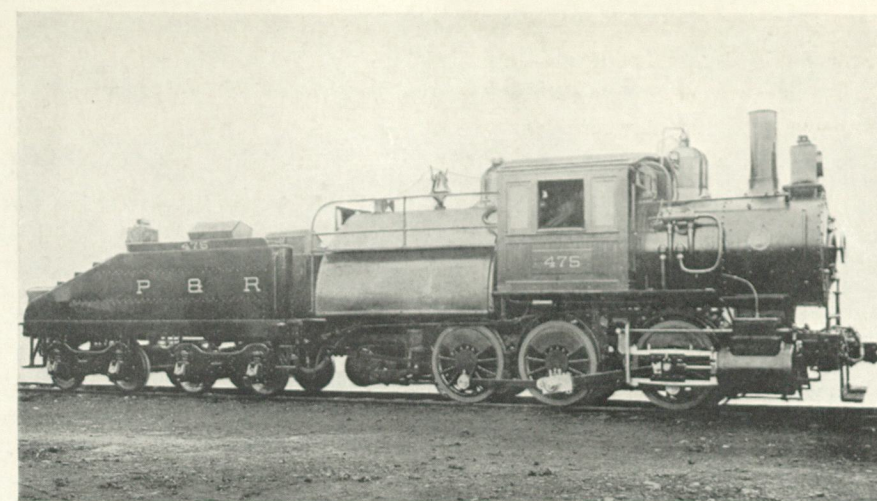
Charles A. Elston, Downingtown, Pa.

The 1.1-mile Rockland branch of the Reading Company serves a large paper mill at Rockland, Del., on Brandywine Creek a few miles northwest of Wilmington. Camelback 1351 is a Class B-7a 0-6-0, and is pulling a trainload of tissue paper from the mill upgrade toward the Reading main line.

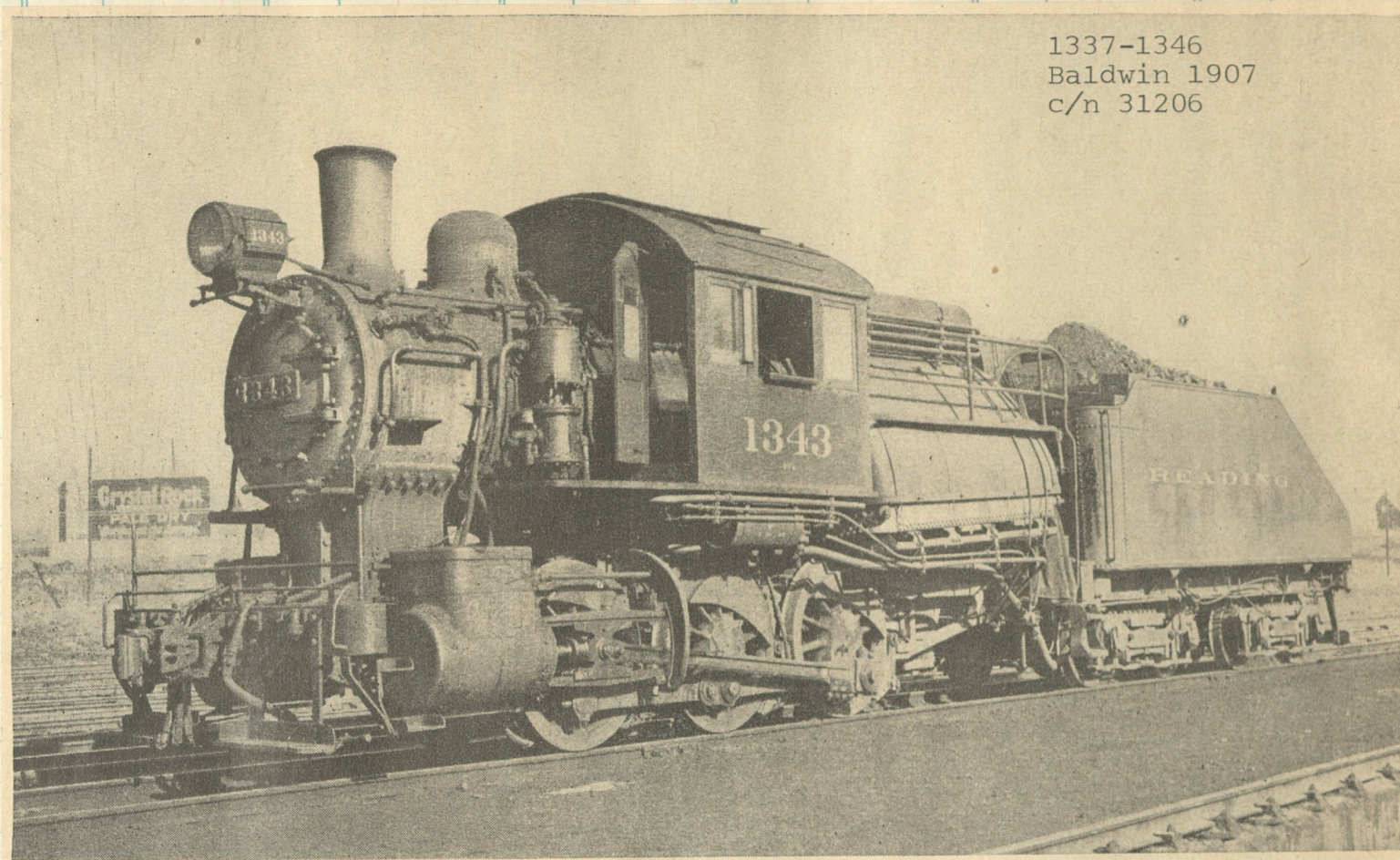
Locomotive 475

This is an excellent example of a 0-6-0 locomotive built for general switching service as designed for burning buckwheat coal. It was built by Baldwin in April 1899, renumbered 1306, class B-5-b in 1900 and remains in service.

Cylinders	20" x 24"	Heating Surface	1,298 sq. ft.
Drivers	50"	Total Weight	121,000 lbs.
Boiler Pressure	160 lbs.	Tractive Force	26,110 lbs.
Grate Area	75.9 sq. ft.		



1337-1346
Baldwin 1907
c/n 31206

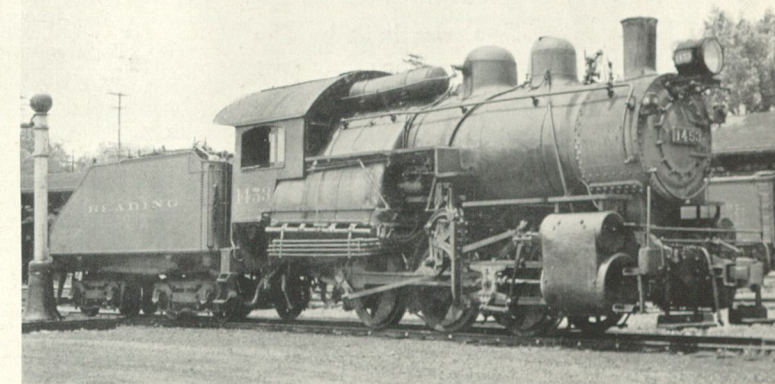


Charles Elston

Locomotive 1453

There were 20 of these 0-6-0 switchers, class B-9-a, built at the Reading Shops from December, 1916, to March, 1918, and all continue in service. Locomotive 1453 was built in December, 1917.

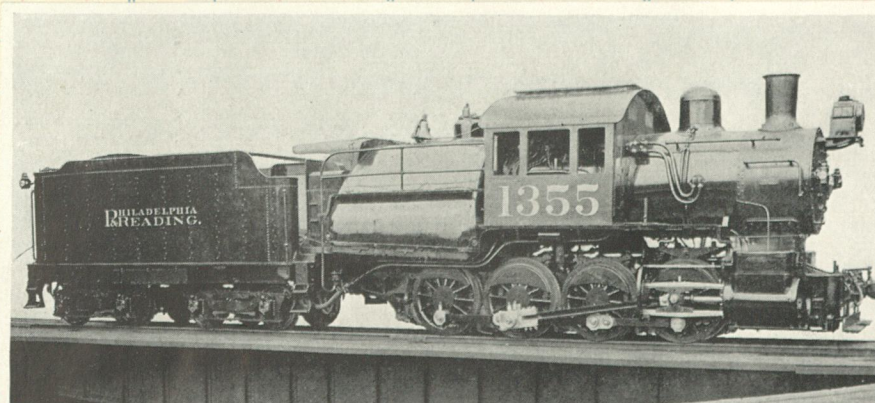
Cylinders	23" x 28"	Heating Surface	1,617 sq. ft.
Drivers	55 1/2"	Total Weight	169,800 lbs.
Boiler Pressure	185 lbs.	Tractive Force	41,900 lbs.
Grate Area	81 sq. ft.		



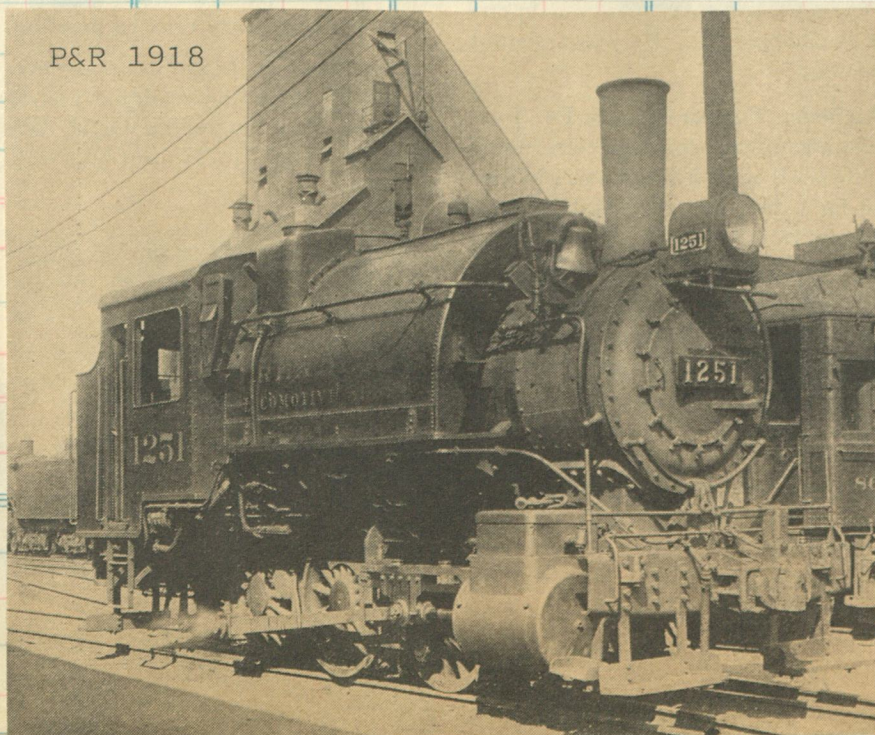
Locomotive 1355

This is one of ten 0-8-0 switchers, E-3-a, built by the Baldwin Locomotive Works in September, 1905. The series was renumbered 1400-1409 in 1911. No. 1355 was renumbered 1404, as class E-3-b, rebuilt with Walschaert valve gear in August, 1915, and retired October, 1940.

Cylinders	21" x 28"	Heating Surface	1,842 sq. ft.
Drivers	55"	Total Weight	177,710 lbs.
Boiler Pressure	200 lbs.	Tractive Force	39,120 lbs.
Grate Area	81 sq. ft.		



P&R 1918



1462-1470
P&R 1917

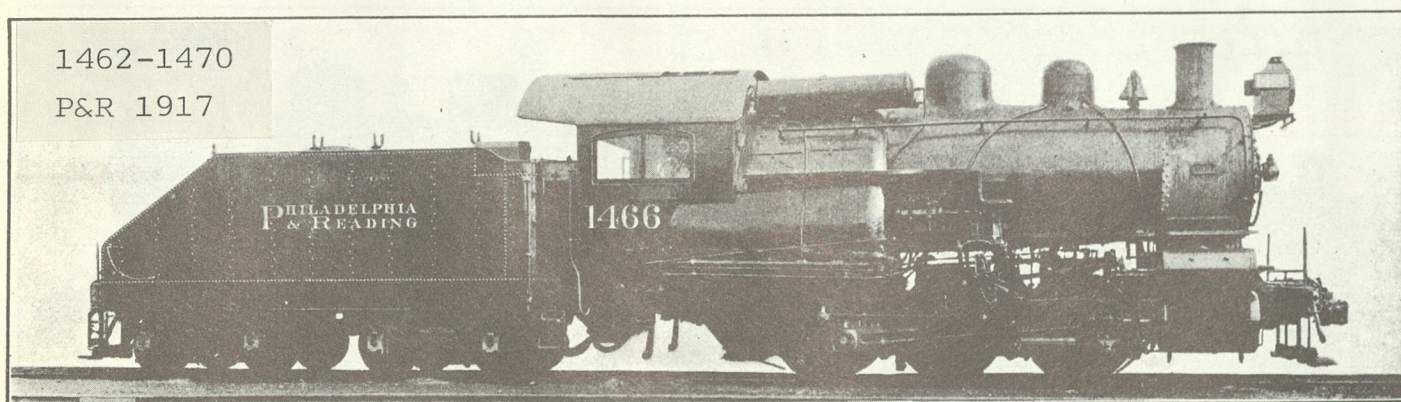


Fig. 9—Six-Wheel (0-6-0) Type Locomotive for Switching Service. Built by the Philadelphia & Reading.

Gage	4 ft. 8 1/2 in.	Grate Area	81 sq. ft.
Tractive Effort	41,967 lbs.	Fuel	Anthracite Coal
Weight on Drivers (Total)	169,800 lbs.		
Driving Journals, Main and Others	10 in. x 12 in.		
Simple Cylinders	23 in. diameter, 28 in. stroke		
Valves, Kind	Piston		
Boiler, Style	Conical		
Firebox	Length 108 in., width 108 in.		
Combustion Chamber, Length	33 in.		
Tubes, Length	9 ft.		
Heating Surface, Tubes (298.2 in.)	1,405 sq. ft.		
Heating Surface, Firebox	213 sq. ft.		

Weight on Drivers ÷ Tractive Effort	4.04
Tractive Effort × Diameter of Drivers ÷ Total Heating Surface	1,439.00
Total Heating Surface ÷ Grate Area	20.00
Firebox Heating Surface ÷ Total Heating Surface, per cent.	1.31
Volume Both Cylinders, cu. ft.	13.46
Total Heating Surface ÷ Volume Cylinders	120.2
Grate Area ÷ Volume Cylinders	6.02

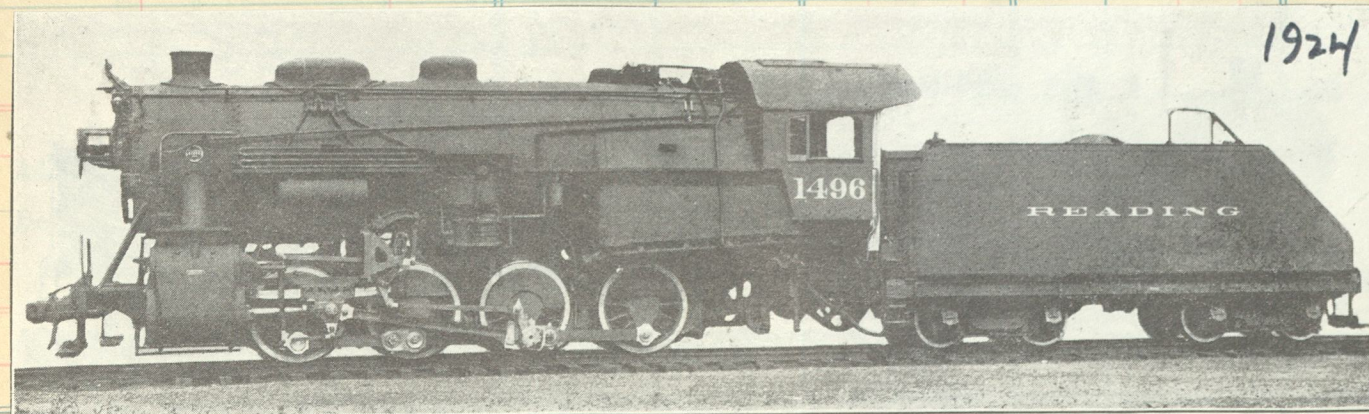
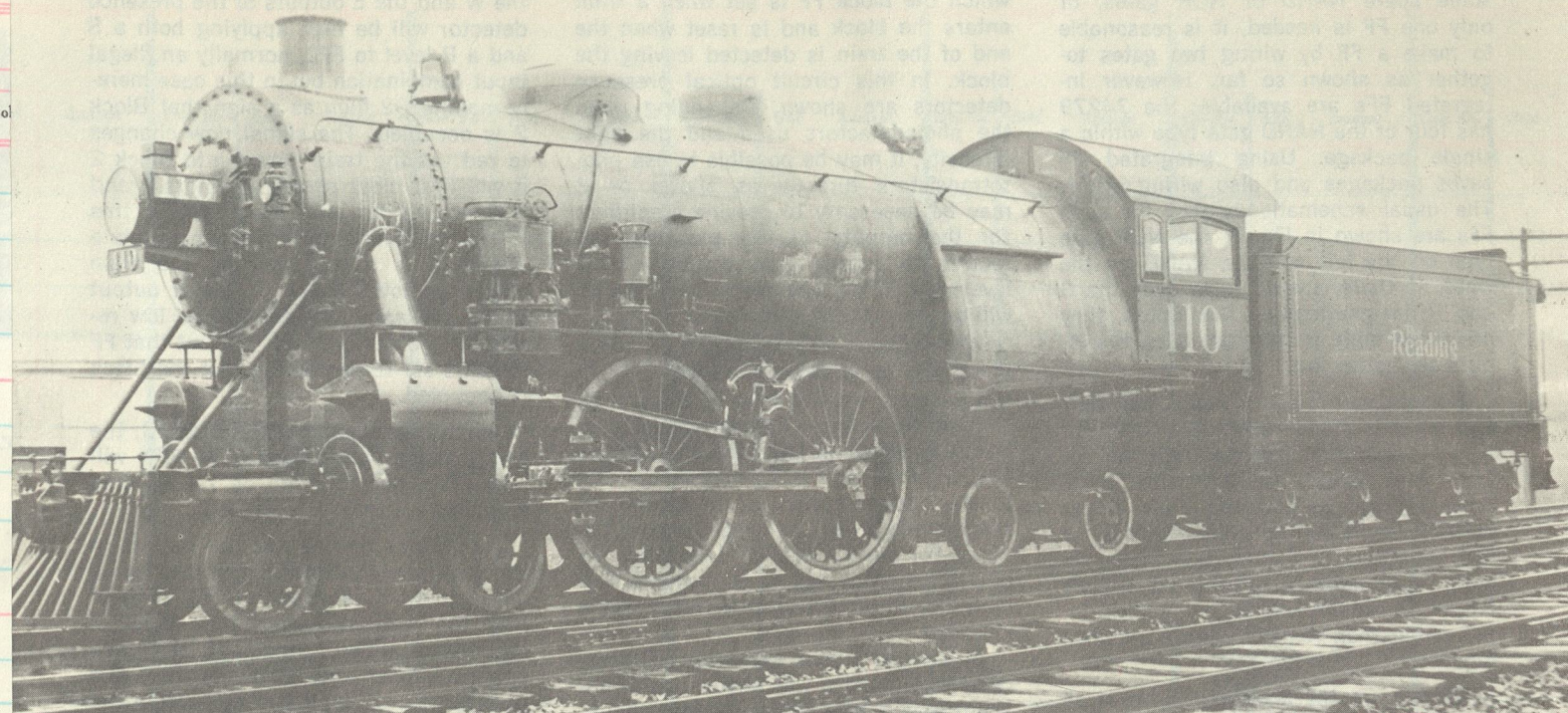
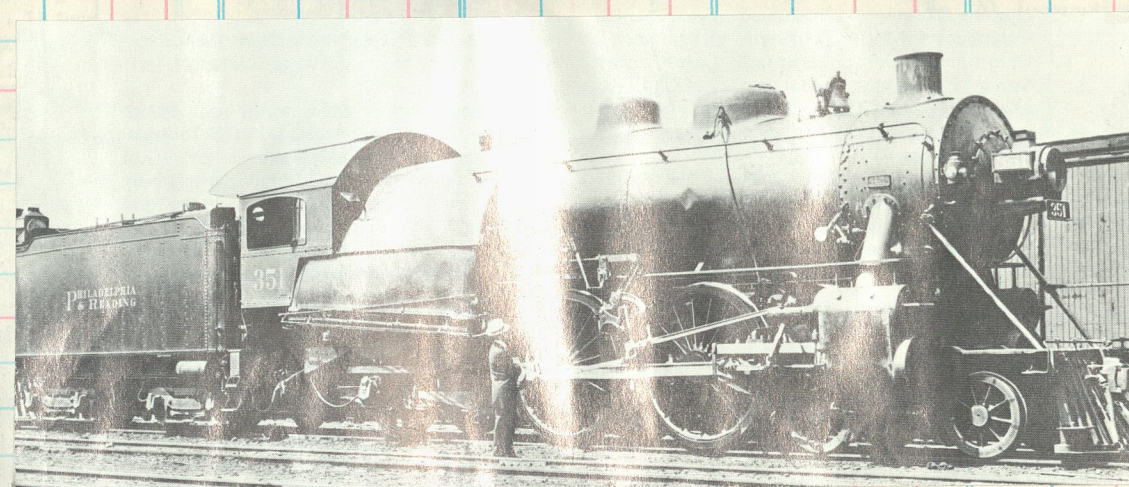
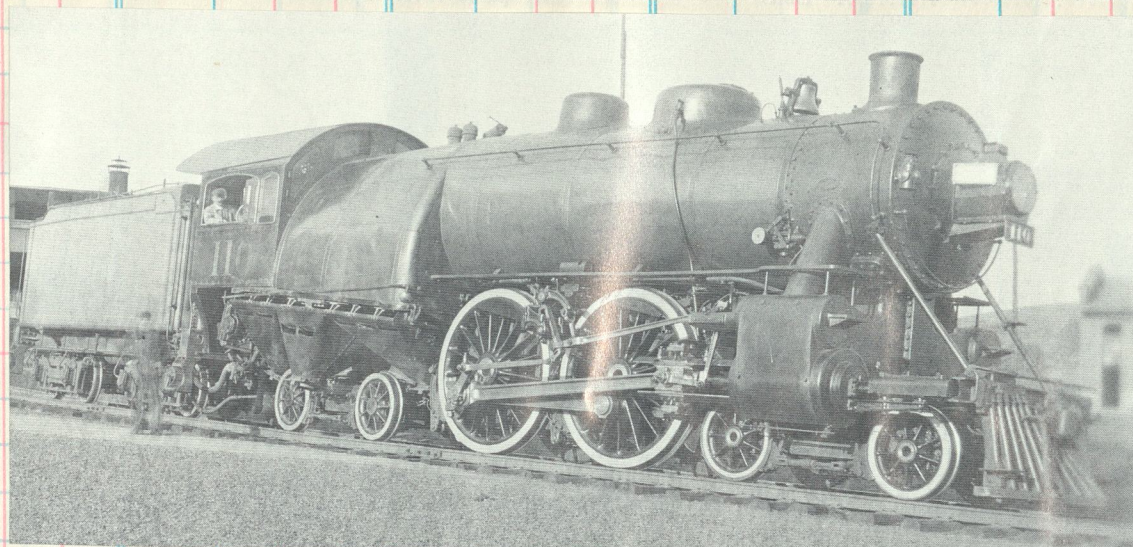


Fig. 25—Reading 0-8-0 (Eight-Wheel) Switching Locomotive. Built by The Baldwin Locomotive Works.
1495-1499 c/n 57853

Cylinders, diameter and stroke	26 in. x 32 in.	Fuel	Hard coal
Tractive force	67,900 lb.	Grate area	80.7 sq. ft.
Cylinder horsepower (Cole)	2,494 hp.	Steam pressure	205 lb.
Drivers, diameter	55 1/2 in.	Evaporative heating surface	2,716 sq. ft.
Weight on drivers	280,610 lb.	Superheating surface	548 sq. ft.
Driving wheel base	17 ft. 0 in.	Tender capacity	9,000 gal., 10 tons

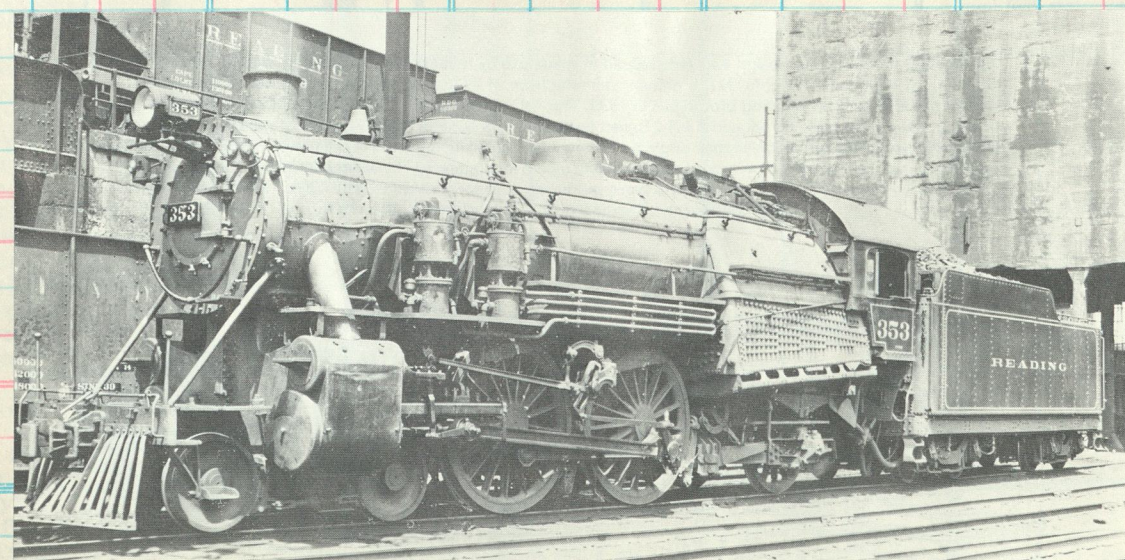
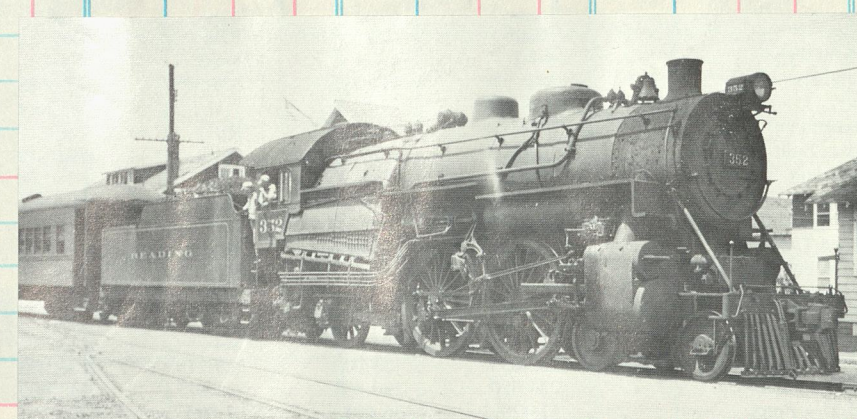
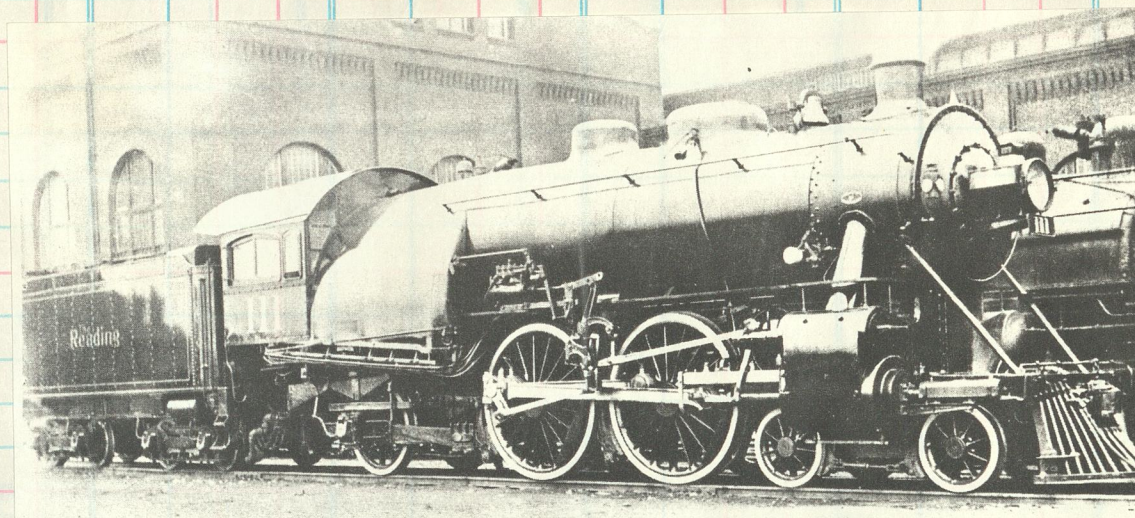


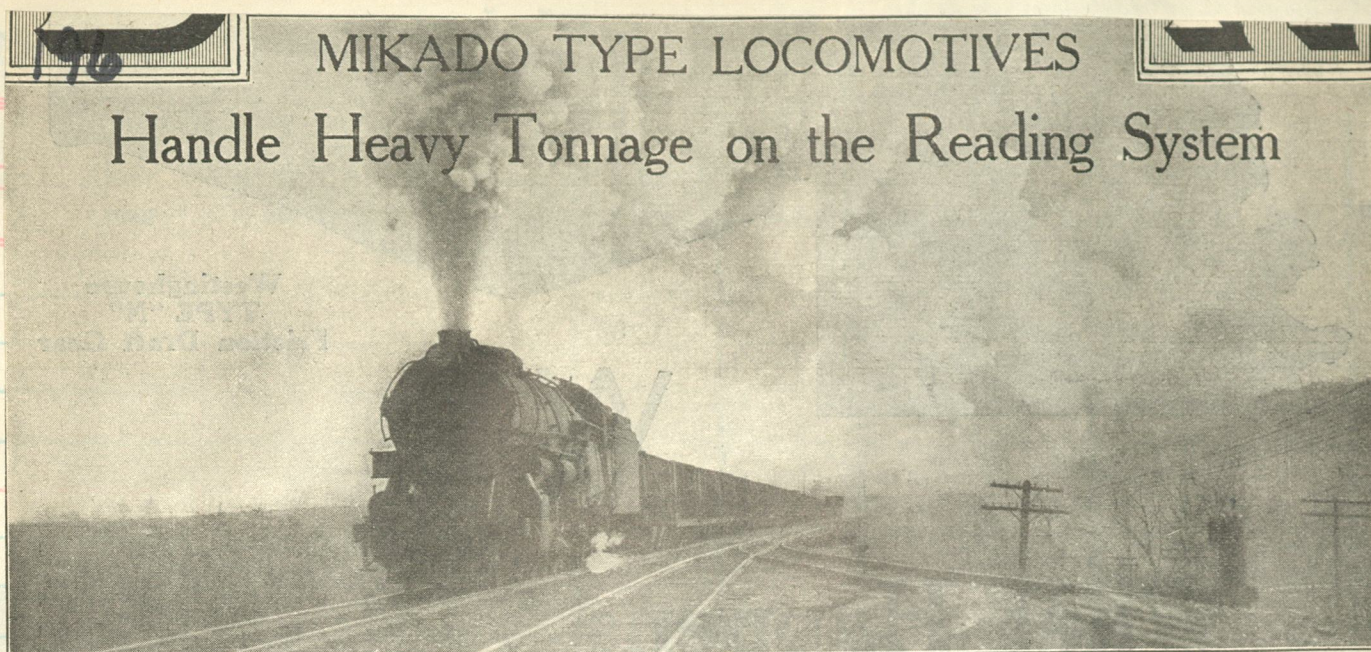
An In 1915 the Reading Shops constructed four engines of the 4-4-4 type, the first to use the four wheel trailing truck in American railroading. However, the four point suspension system made them unstable and they were soon rebuilt as 4-4-2's (as nos 351 & 111 below). Bt as C-1a class noed 110-113. When rebt were renoed 350-353 classed P-7a, with standard three point suspension . In 1924 were further updated as shown in the lower clips.



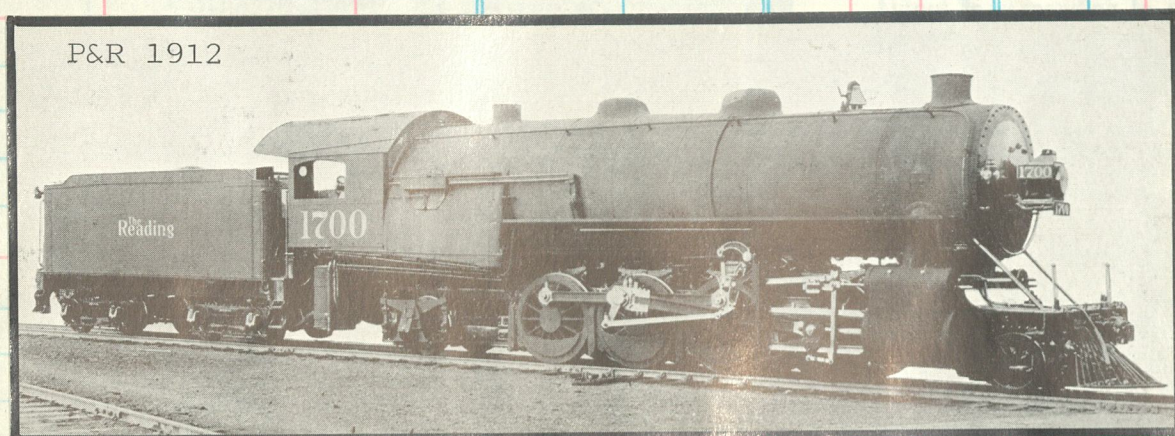
Collection of H.K. Vollrath
Reading No. 350 pauses along the company's mainline at Pottstown, Pa. in December 1936 with No. 7, the Pottsville Express, in its charge. An 0-4-0 camelback switcher, No. 1182, of class A5a waddles along at right.

Below, Granville Thomas photographed No. 350 with a three-car Ocean City branch train crossing Cedar Swamp Creek south of Petersburg, N.J. around 1938. The P-7sb's are best remembered in service on this branch in South Jersey.





CROSSING THE SCHUYLKILL RIVER BRIDGE ON THE BELT LINE NEAR READING, PA.

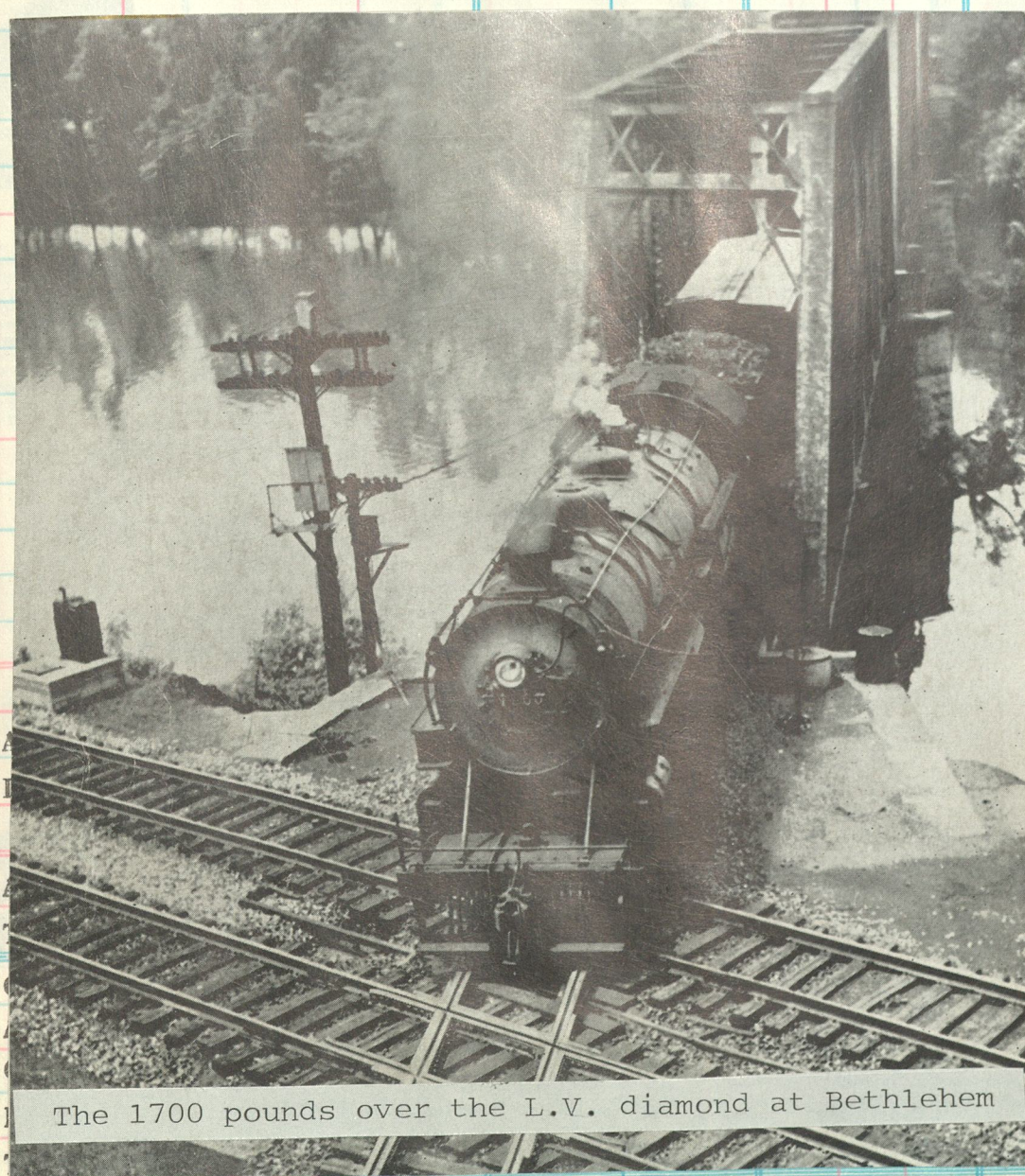


P&R 1912



The 1706 works tonnage over the N.J.C. at Elizabeth

1704-1706
Baldwin 1914
c/n 41106



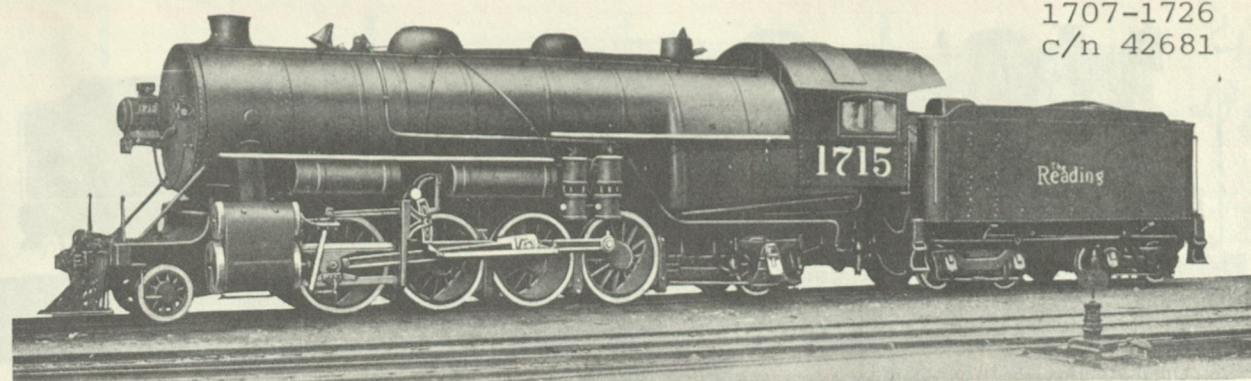
The 1700 pounds over the L.V. diamond at Bethlehem



Roaring eastbound the 1726 has a roll on her train near West Trenton.

PHILADELPHIA AND READING RAILWAY

Baldwin 1915
1707-1726
c/n 42681



MIKADO FREIGHT LOCOMOTIVE

56 Locomotives like the above are being fired by Duplex Stokers and Street Stokers

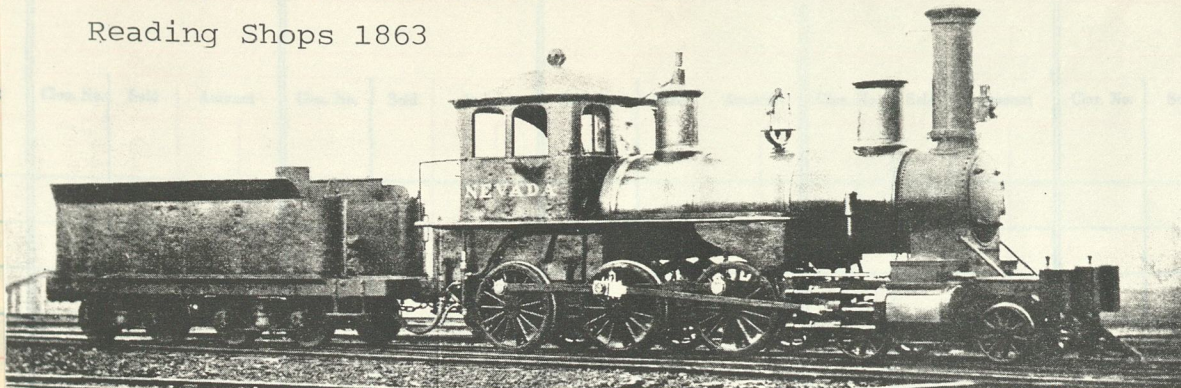
Cylinders	24 x 32 in.
Driving wheels, diameter	61½ in.
Steam pressure	225 lbs.
Boiler diameter	84 in.
Tubes, length	17 ft.—8 in.
“ number	48—5½ in.
“ “	259—2¼ in.
Heating surface, tubes	3,898 sq. ft.
“ fire box	245 sq. ft.
“ combustion chamber	81 sq. ft.
“ total	4,224 sq. ft.
“ superheater	993 sq. ft.
Fire box	144¼ x 108¼ in.

Grate area	108 sq. ft.
Wheel base, driving	16 ft.—6 in.
“ “ engine	35 ft.—0 in.
“ “ and tender	68 ft.—5½ in.
Weight, leading	26,900 lbs.
“ driving	249,700 lbs.
“ trailing	57,825 lbs.
“ engine	334,425 lbs.
“ tender	155,575 lbs.
Tender capacity, water	8,000 gals.
“ coal	12.8 tons
Maximum tractive power	63,500 lbs.
Factor of adhesion	3.93

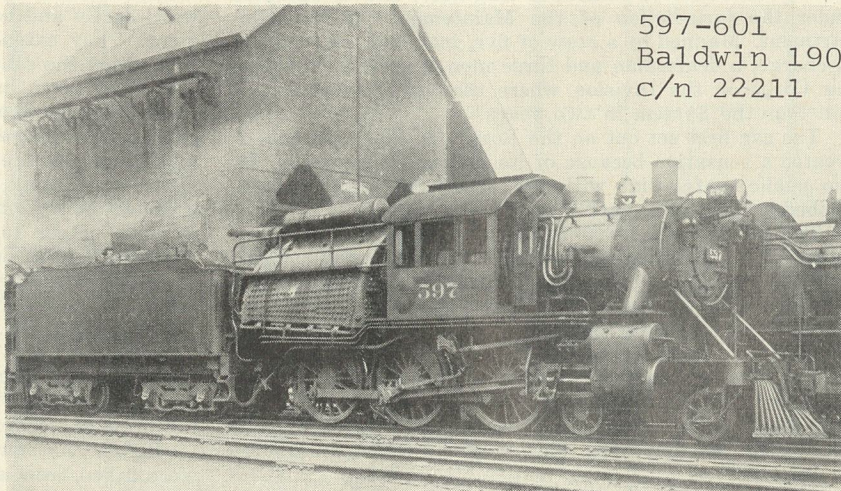
The 1705 committed suicide at Philadelphia in 1930



NEVADA, one of the successful Millholland "Gunboats"
Reading Shops 1863



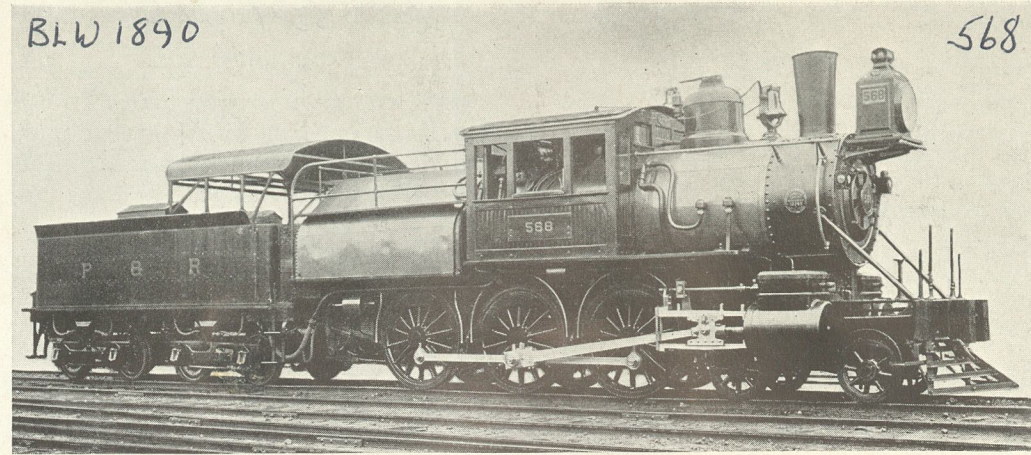
597-601
Baldwin 1903
c/n 22211



BLW 1890

568

554-568
c/n 10745

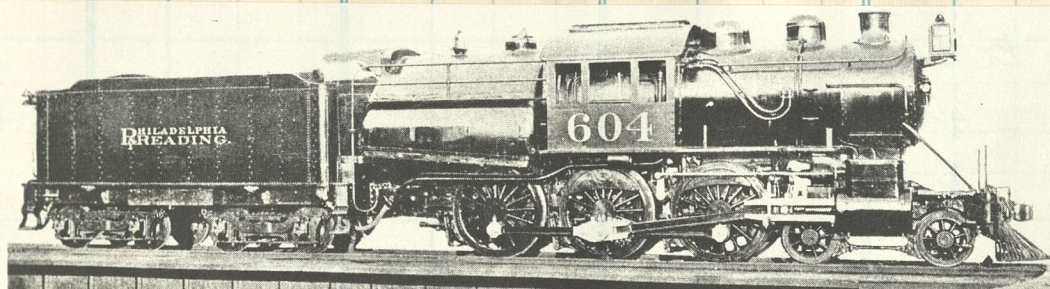
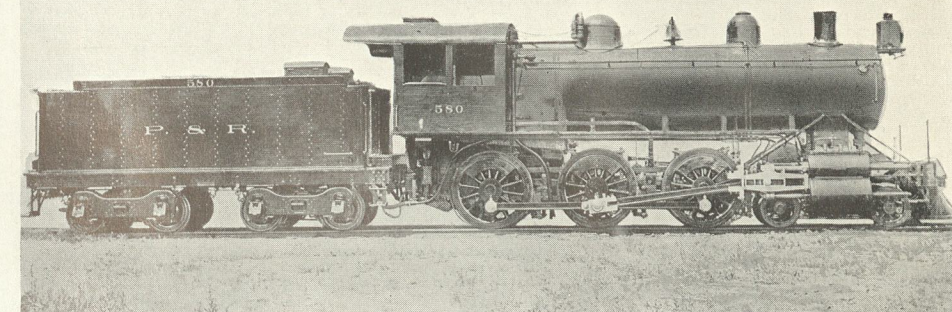


Cylinders20" x 24"
Drivers68 1/2"
Boiler Pressure145 lbs.
Grate Area76 sq. ft.
Heating Surface1,682 sq. ft.
Weight on Drivers.....93,000 lbs.
Total Weight121,000 lbs.
Tractive Force19,240 lbs.

The last of 29 similar locomotives of its class, 580 was originally designed to burn bituminous coal in a wide firebox over the rear drivers. It was built with compound cylinders as a fast freight locomotive by the Baldwin Locomotive Works in August, 1900, Class L-4-b. In February, 1929, the engine was rebuilt with a new boiler and firebox, middle cab, and Walscheart valve gear; reclassified L-3-s-e, and assigned to passenger service.

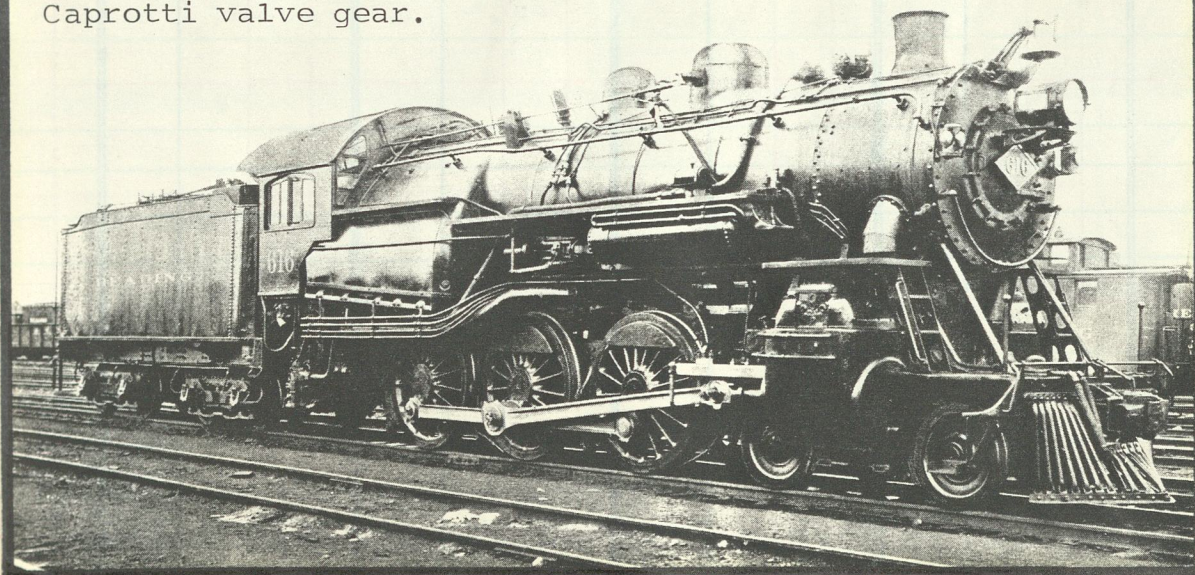
Cylinders, 14" and 24" x 26"
Drivers61"
Boiler Pressure...200 lbs.
Grate Area ...47.5 sq. ft.
Heating Surface, 2,318 sq. ft.
Weight on Drivers, 111,400 lbs.
Total Weight, 157,300 lbs.
Tractive Force, 23,415 lbs.*
* Working Compound.

571-580 Baldwin 1900 c/n 18005



602-605 c/n 26296 Baldwin 1905

Built by Baldwin, c/n 26280, in 1905. Reblt at Reading in 1930 as shown, renoed 616 and eqt with Caprotti valve gear.



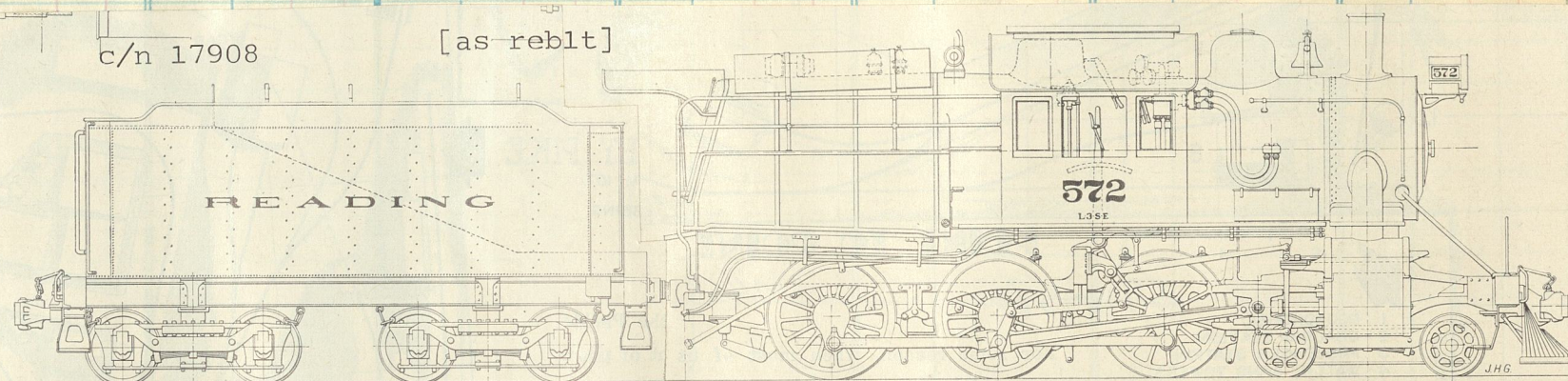
c/n 27931



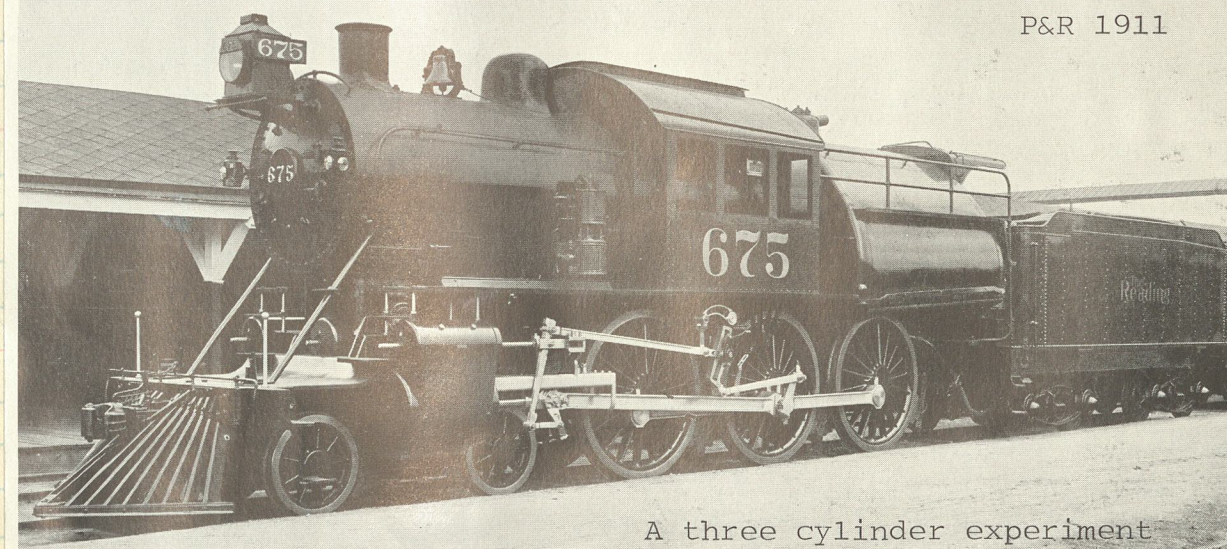
The 691 chuckles past Logan Street, Philadelphia

c/n 17908

[as-reblt]

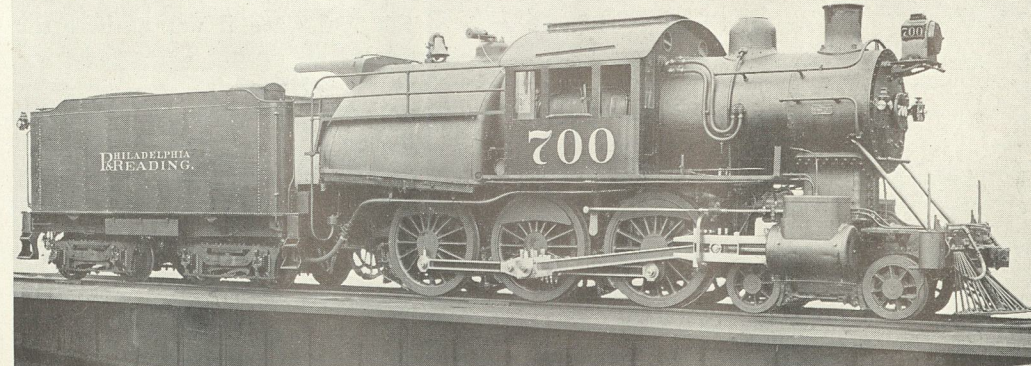


P&R 1911



A three cylinder experiment

691-700 c/n 28112



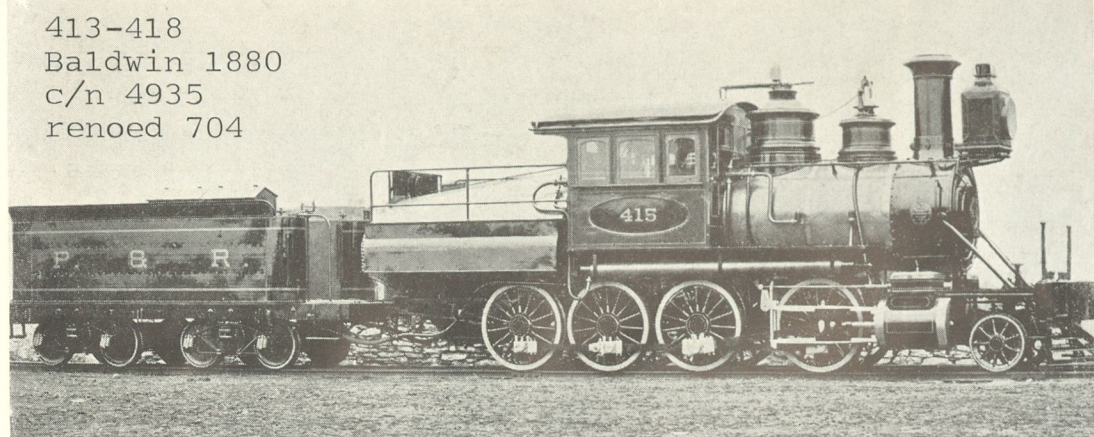
Locomotive 700, class L-8-a, was one of ten locomotives built by the Baldwin Locomotive Works for fast freight service in June, 1906. In May, 1923, 700 was changed to class L-8-s-c when a Walscheart valve gear and superheater were applied.

Cylinders21" x 26"
Drivers68 1/2"
Boiler Pressure200 lbs.
Grate Area85.5 sq. ft.
Heating Surface2,375 sq. ft.
Weight on Drivers.....151,025 lbs.
Total Weight196,125 lbs.
Tractive Force28,450 lbs.

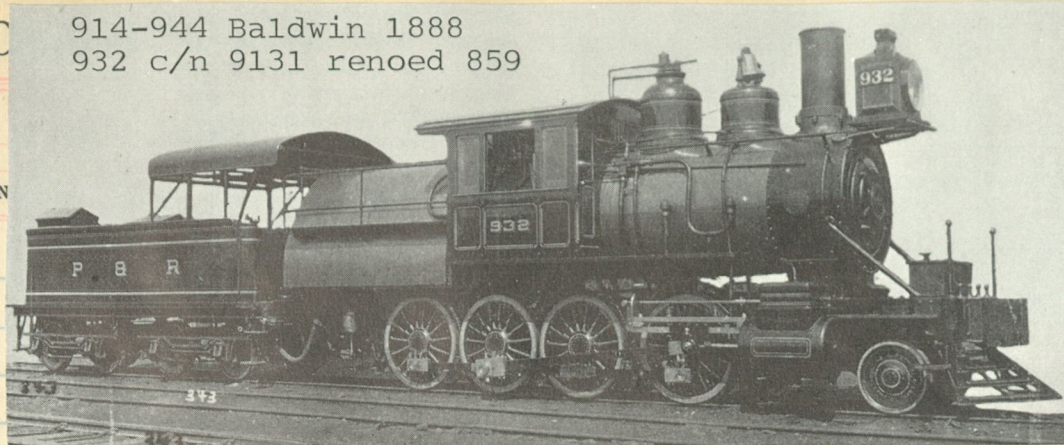
NOTE: In 1877 when John E. Wootten, General Manager of the Philadelphia and Reading patented a boiler specifically designed to burn waste anthracite or culm, he inaugurated a breed of iron horse that to this day has a vast coterie of admirers. Large quantities of this material would collect at the mines and Wootten recognized the fact that if it could be burned in the firebox of a locomotive economical results would follow. This required a thin fire and a light draft to keep the fuel from blowing up the stack before sufficient combustion, and the solution was a larger grate than that used in burning lump anthracite. Wootten then placed the firebox above the drivers, with the grate width only limited by the loading gauge. This called for placing the cab on top of the firebox, but this arrangement was soon changed and the cab was placed ahead of the firebox straddling the boiler. Thus induced the name of "camelbacks" though some called them "Mother Hubbards." In any case they were not the original "camels" which were the invention of Ross Winans and had their cabs perched atop the boiler rather than straddling it.

Initial 2-8-0's on the P&R

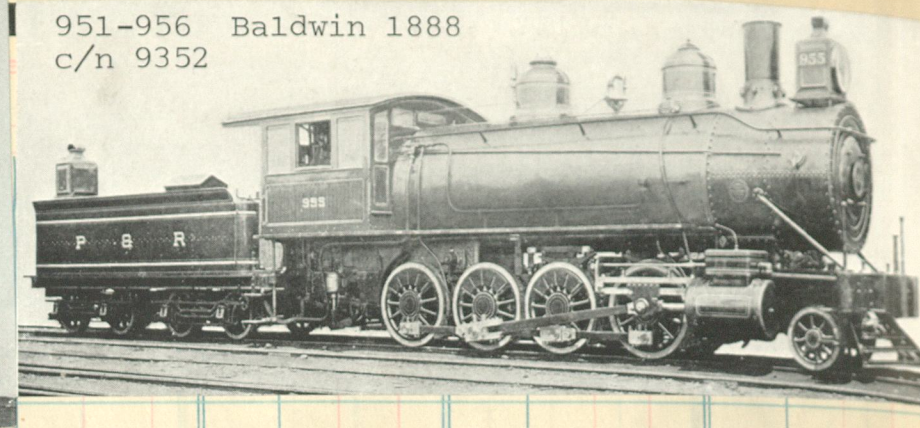
413-418
Baldwin 1880
c/n 4935
renoed 704



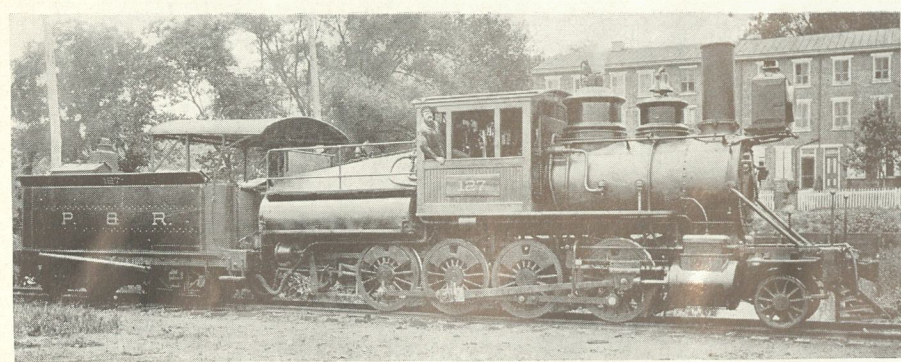
914-944 Baldwin 1888
932 c/n 9131 renoed 859



951-956 Baldwin 1888
c/n 9352

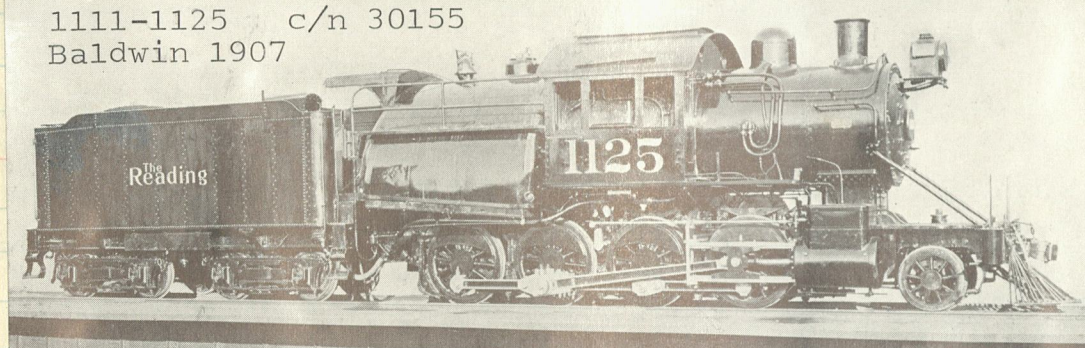


Reading 2-8-0



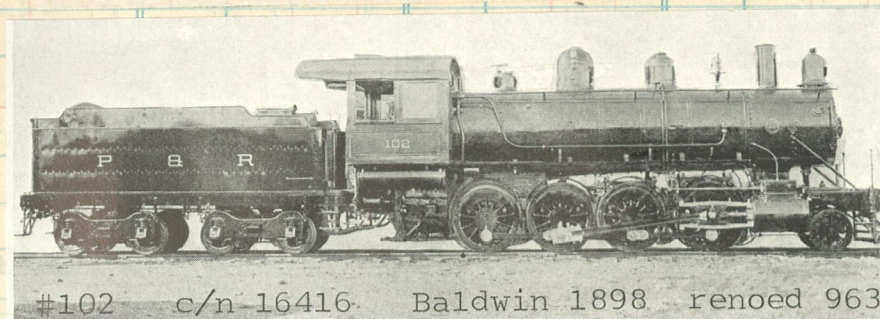
127 c/n 5647 Baldwin 1881

1111-1125 c/n 30155
Baldwin 1907

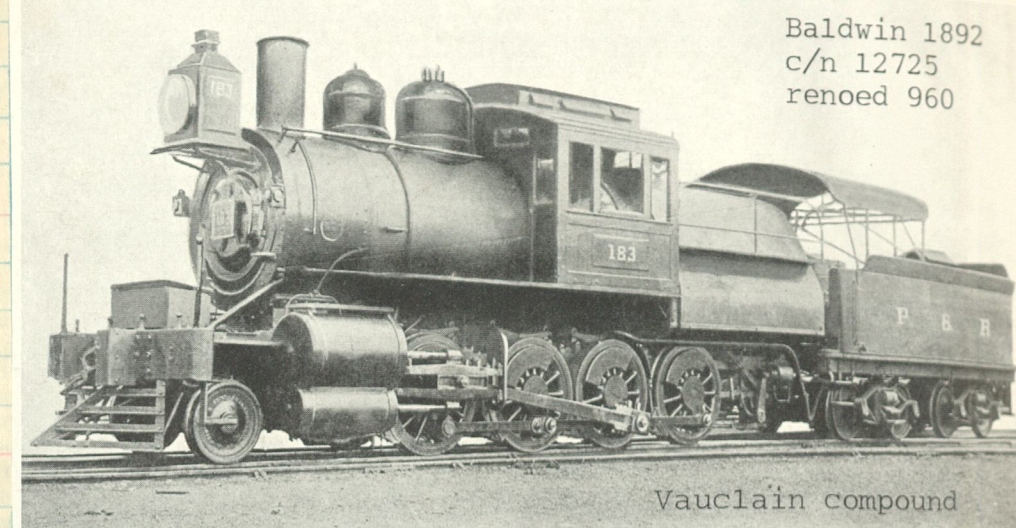


Cylinders 22" x 28"
Drivers 55"
Boiler Pressure 185 lbs.
Grate Area 85.8 sq. ft.

Heating Surface 2,237 sq. ft.
Weight on Drivers 160,000 lbs.
Total Weight 185,000 lbs.
Tractive Force 38,800 lbs.

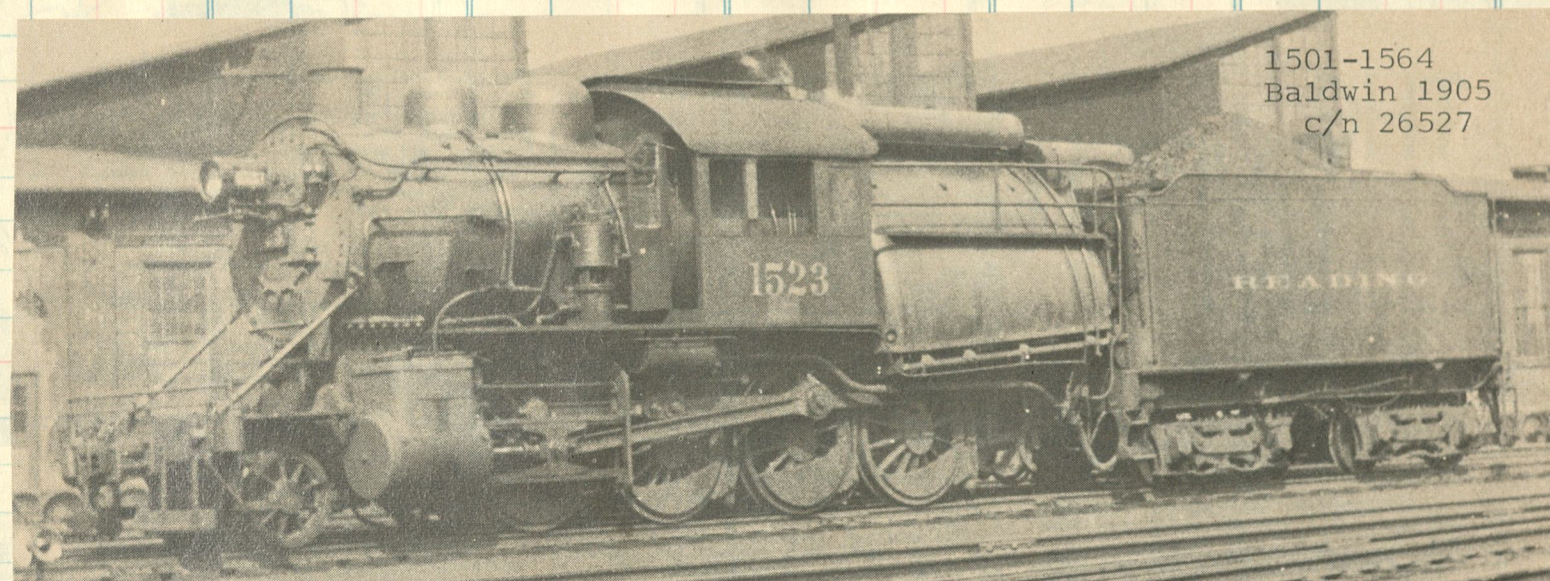


#102 c/n 16416 Baldwin 1898 renoed 963

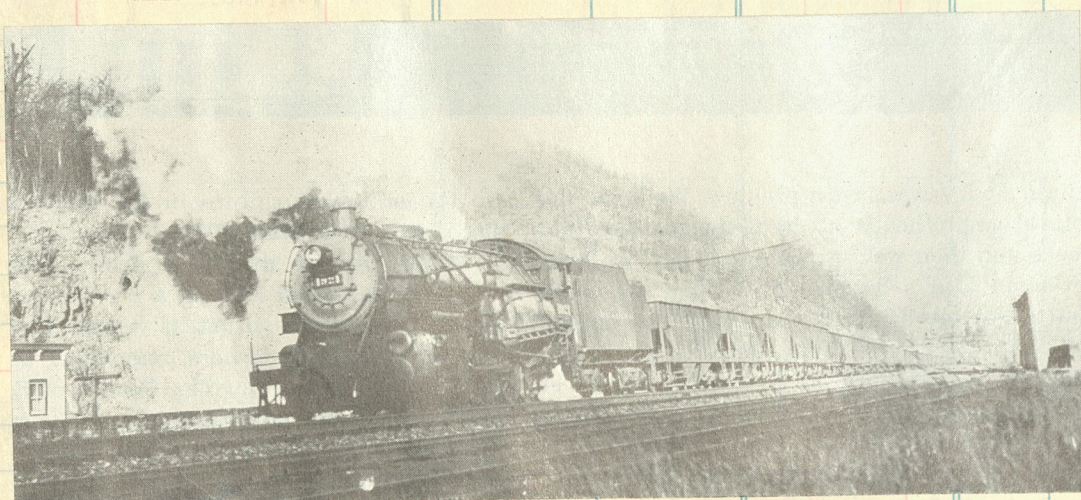


Baldwin 1892
c/n 12725
renoed 960

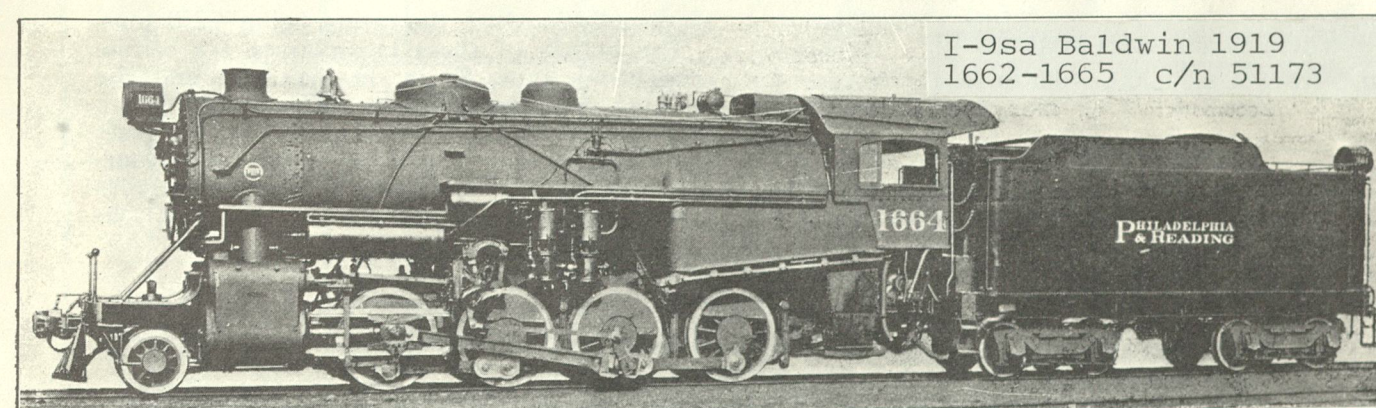
Vauclain compound



1501-1564
Baldwin 1905
c/n 26527

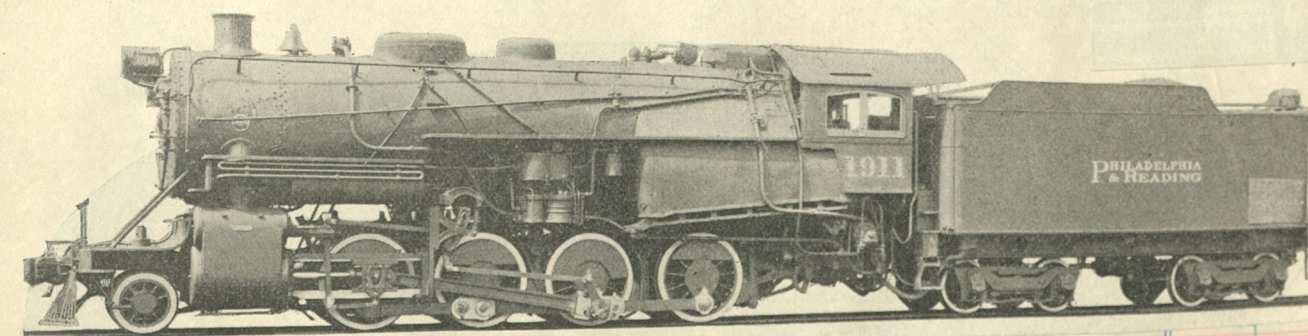


The 1921 eastbound at Pottsville



I-9sa Baldwin 1919
1662-1665 c/n 51173

Fig. 40—Consolidation (2-8-0) Type Locomotive. Built by the Baldwin Locomotive Works for Philadelphia & Reading Heavy Freight Service.



One of the Baldwin Consolidations on the Philadelphia & Reading Railway
Cylinders, 25" x 32"
Driving wheels, diameter, 55 1/2"
Steam pressure, 210 lb.
Grate area, 94.9 sq. ft.
Water heating surface, 2,665 sq. ft.
Superheating surface, 575 sq. ft.
Weight on drivers, 256,620 lb.
Weight, total engine, 283,320 lb.
Tractive force, 64,400 lb.

1900-1924 I-9sb c/n 55469 Baldwin 1922



Next Seller: A string of empty hoppers going back to the mines
Total Account: 101

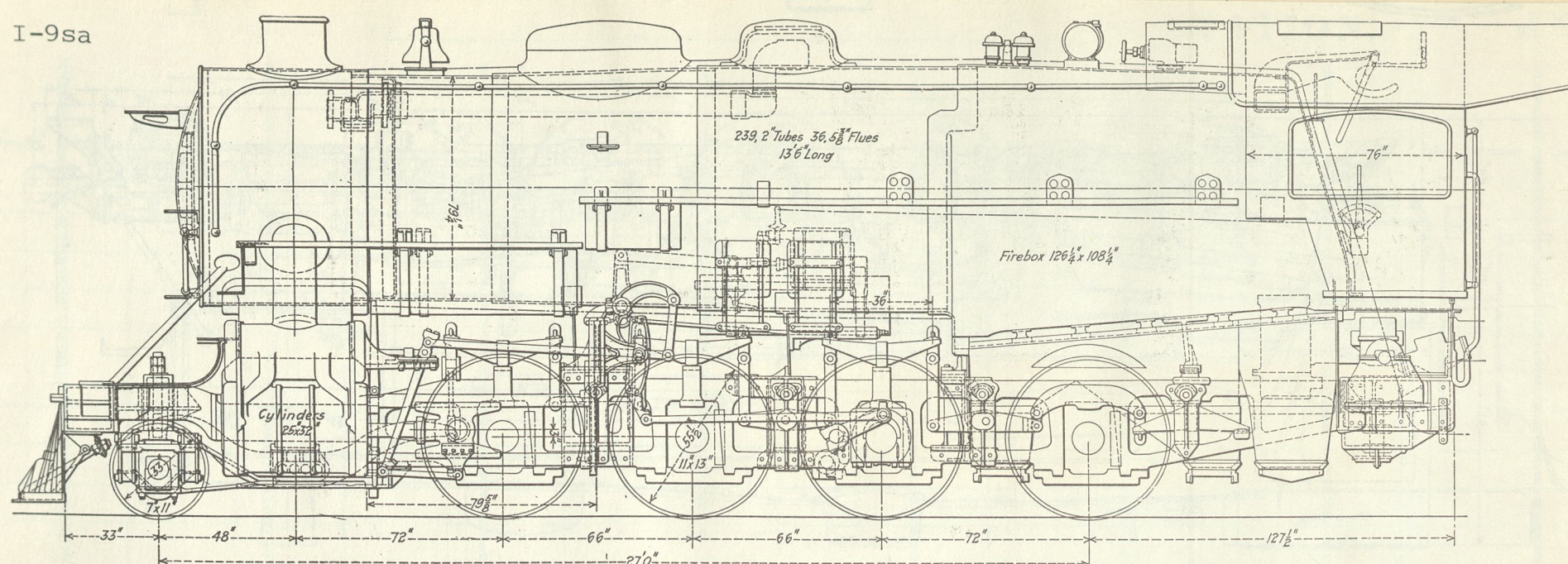


Fig. 42—Side and End Elevations and Cross Section of Philadelphia & Reading Consolidation (2-8-0) Locomotive for Heavy Freight Service.



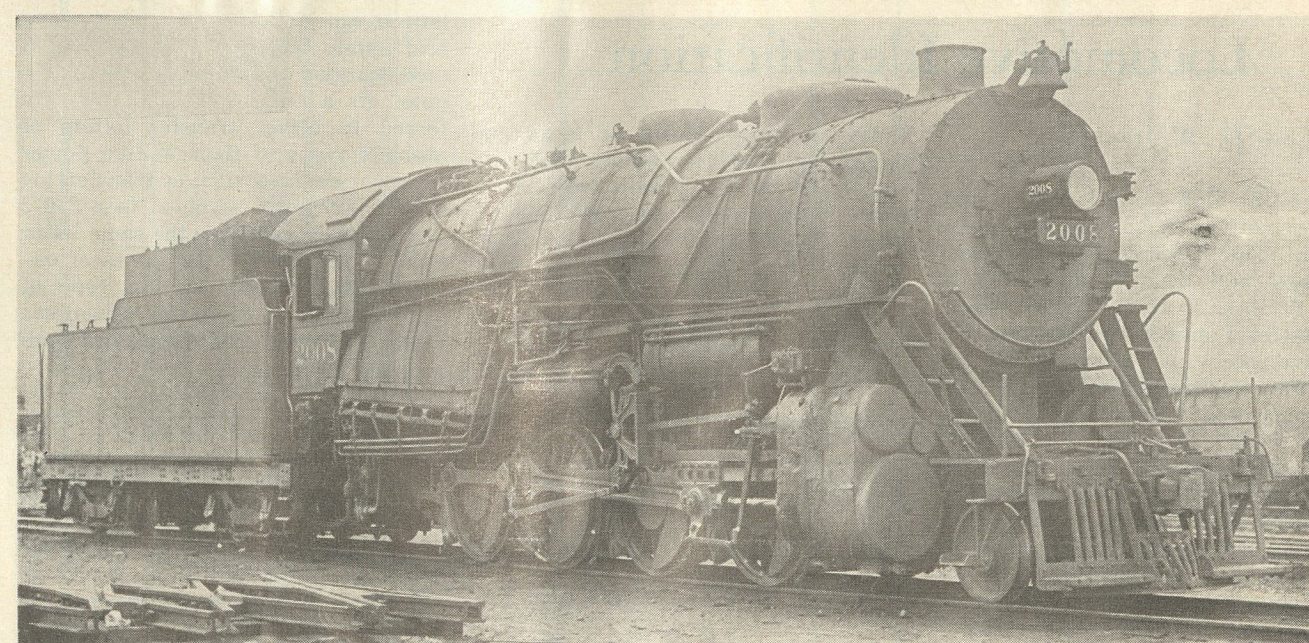
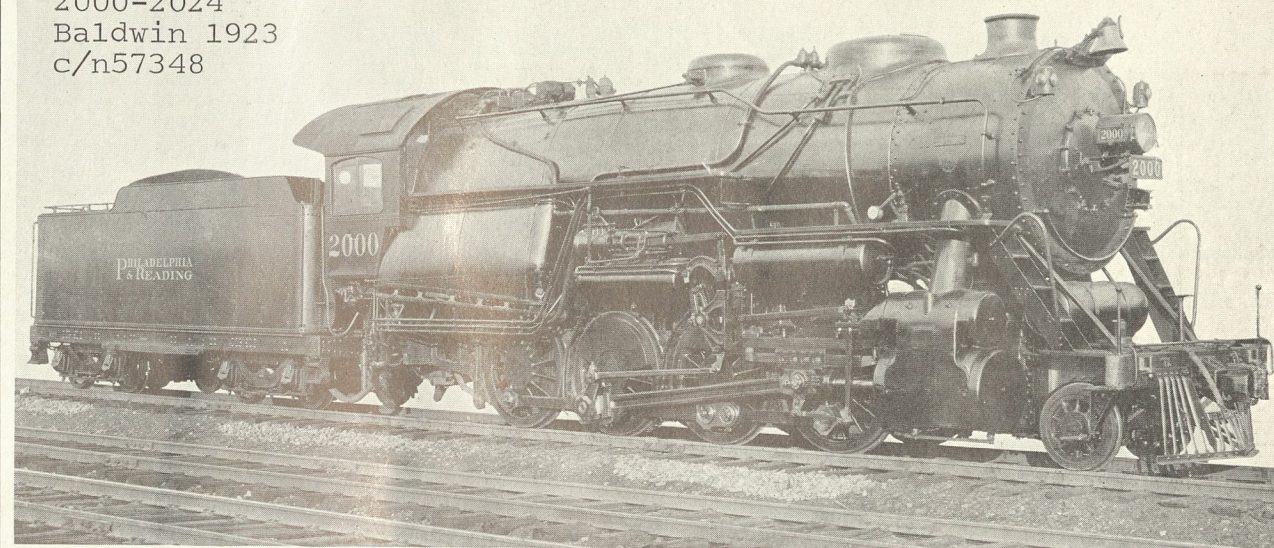
2012 hard at work near Bound Brook



Crossing the Schuylkill.

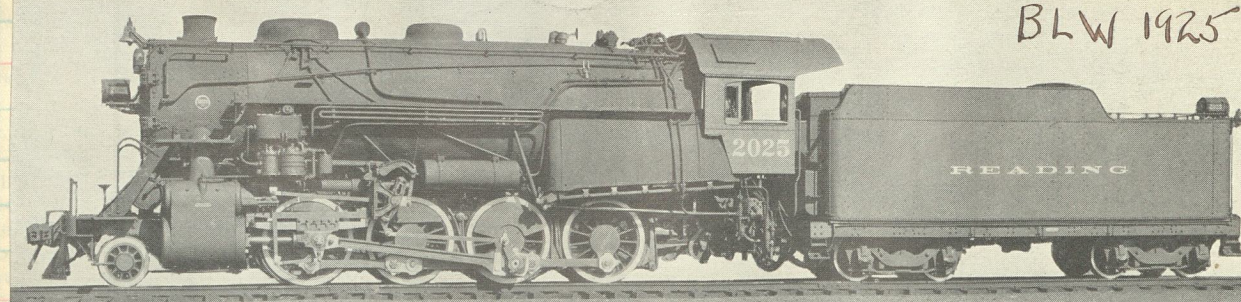
When the Philadelphia & Reading was built in 1838, the 1931-foot Black Rock Tunnel was a major engineering project. The main line crosses to the north bank of the river as it leaves the tunnel and proceeds upon its way to Reading and the anthracite mining districts around Pottsville and Mahanoy City.

2000-2024
Baldwin 1923
c/n57348



A. D. Hooks

BLW 1925



Cylinders, diameter and stroke.....	27 in. x 32 in.	Driving wheel base.....	17 ft. 6 in.
Tractive force.....	71,000 lb.	Total engine wheel base.....	27 ft. 6 in.
Cylinder horsepower (Cole).....	2,886 hp.	Fuel.....	Hard and soft coal
Drivers, diameter.....	61 1/2 in.	Grate area.....	94.5 sq. ft.
Weight on drivers.....	284,190 lb.	Steam pressure.....	220 lb.
Weight on front truck.....	30,760 lb.	Evaporative heating surface.....	3,315 sq. ft.
Total weight of engine.....	314,950 lb.	Superheating surface.....	778 sq. ft.
Weight of tender.....	194,050 lb.	Tender capacity.....	9,500 gal., 18 tons

The final group of Consolidations received by the Reading was twenty five engines noed 2025-2049. B1t by Baldwin in 1925. The 2025 had c/n 58217.

Boilers from nos 2020-2049 used in construction of 4-8-4's noed 2100-2129



SELLER	DATE	FORM	DESTINATION	Amt.	Com.

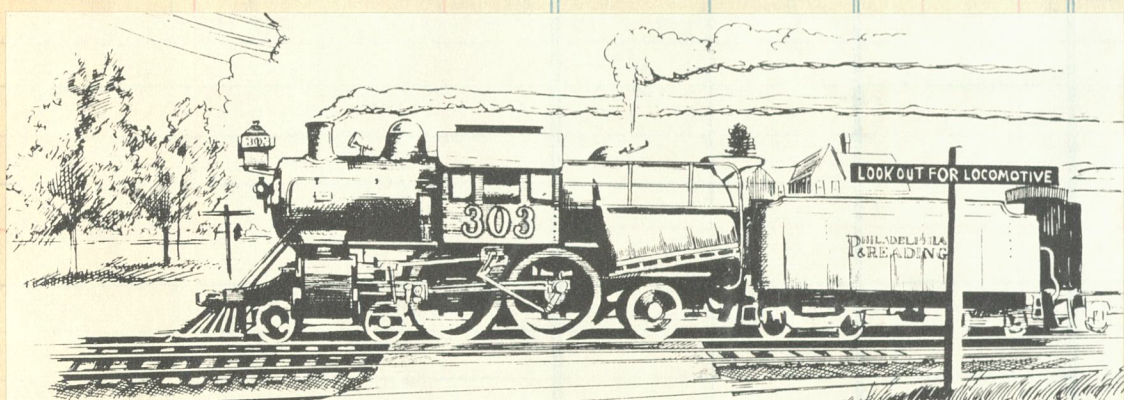
Clos. No.	Sold	Amount	Clos. No.	Sold	Amount



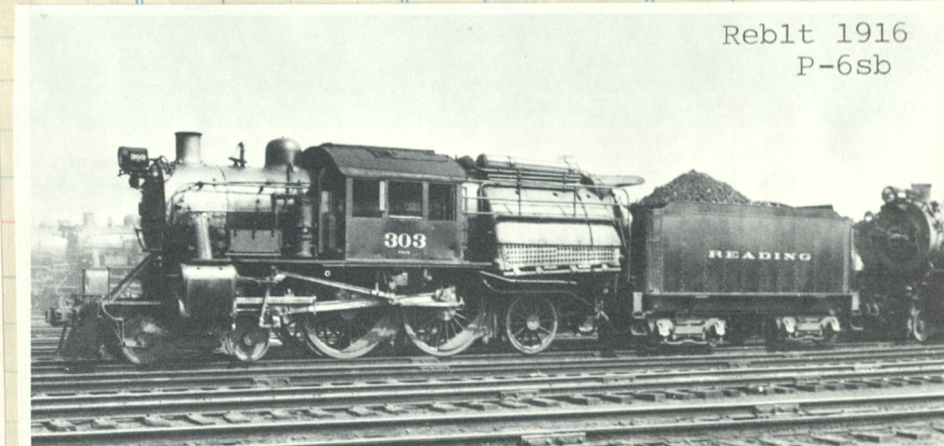
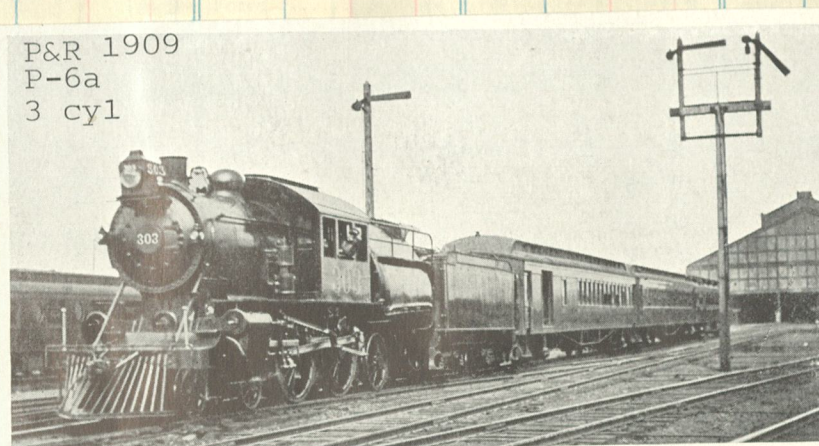
Blt by P&R 1911
P-6b
Reblt 1916
P-6sb

Reading P-6sb 302 is about to assemble its westbound train at the Atlantic City Union Station ca. 1930.

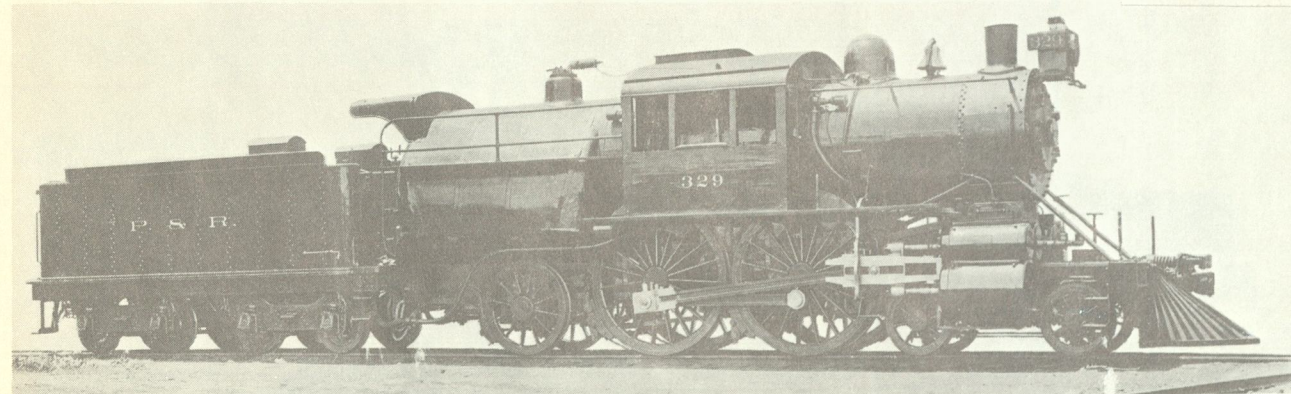
Leonard W. Rice/Donald A. Somerville collection



P&R 1909
P-6a
3 cyl



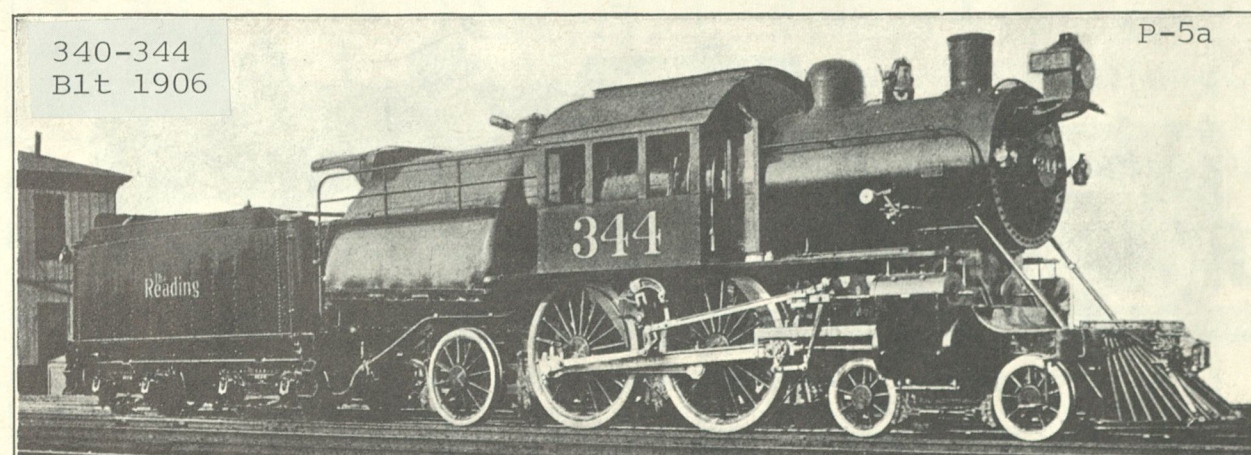
Reblt 1916
P-6sb



Cylinders...15" and 25" x 24"
Drivers84 1/4"
Boiler Pressure225 lbs.
Grate Area79.3 sq. ft.

Heating Surface ...2,948 sq. ft.
Weight on Drivers...89,900 lbs.
Total Weight176,300 lbs.
Tractive Force...19,620 lbs.*

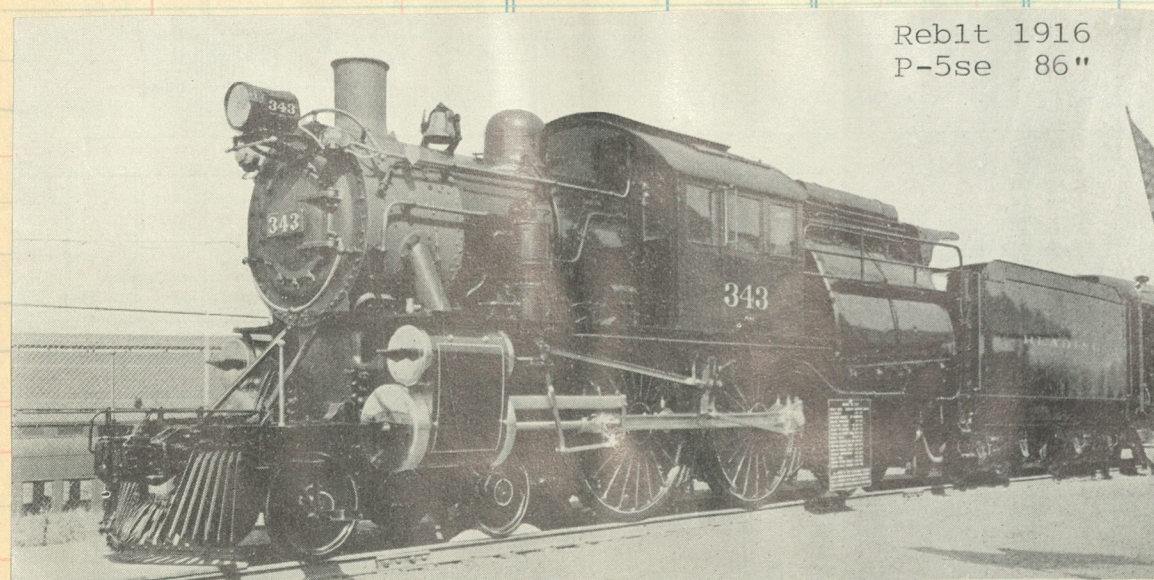
P-3b #329 Baldwin 1902
c/n 20531 to P-4a 1904,
to P-4d in 1915



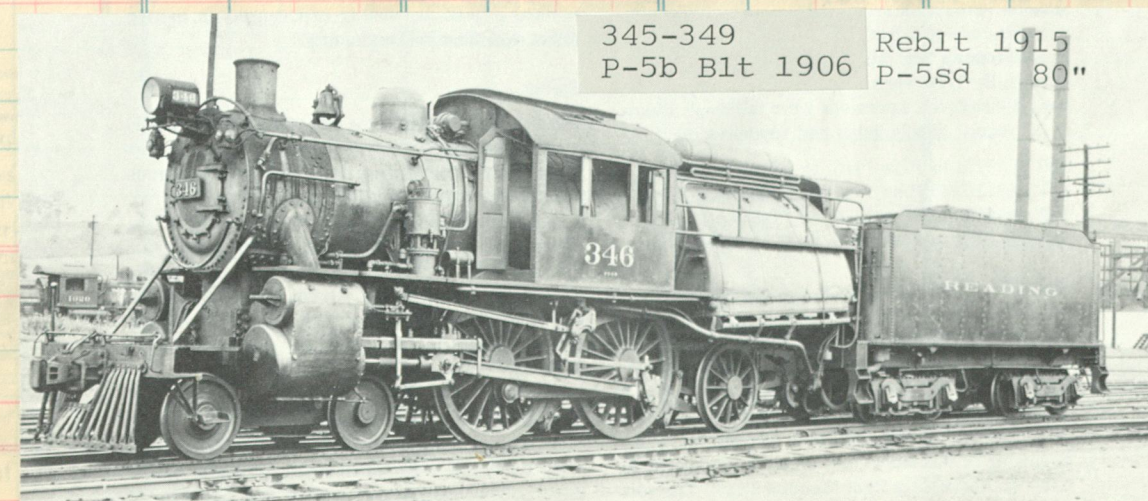
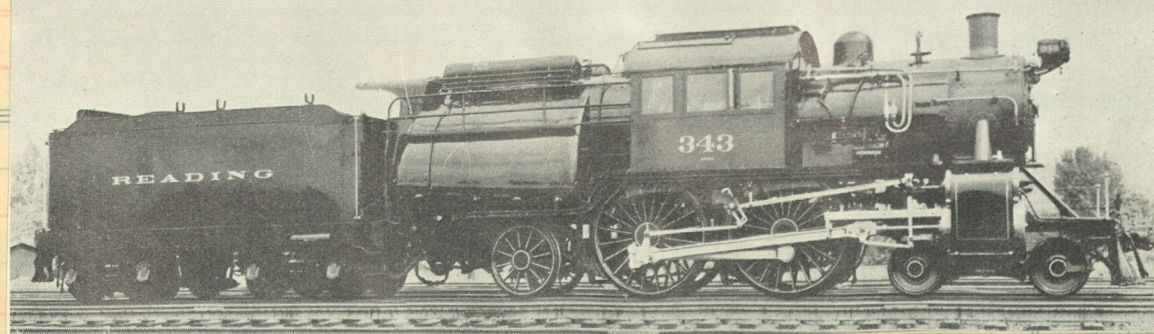
340-344
Blt 1906

P-5a

Fig. 55—Atlantic Type (4-4-2) Three Cylinder Simple Locomotive for Passenger Service. Built by the Philadelphia & Reading. Cyls., 19 in. x 24 in. Steam Pres., 230 lbs. Diam. Drivers, 80 in. Trac. Eff., 31,759 lbs. Heat. Sur.—Tubes, 2,204 sq. ft.; Firebox, 266 sq. ft.; Total 2,470 sq. ft.; Sup. Sur., 548 sq. ft. Grate Area, 94.5 sq. ft. Wheel Base—Driving, 7 ft. 9 in.; Total, 29 ft. 3 in. Wt. on Drivers, 124,875 lbs. Total Wt. of Eng., 234,025 lbs. Fuel, Anthracite Coal.



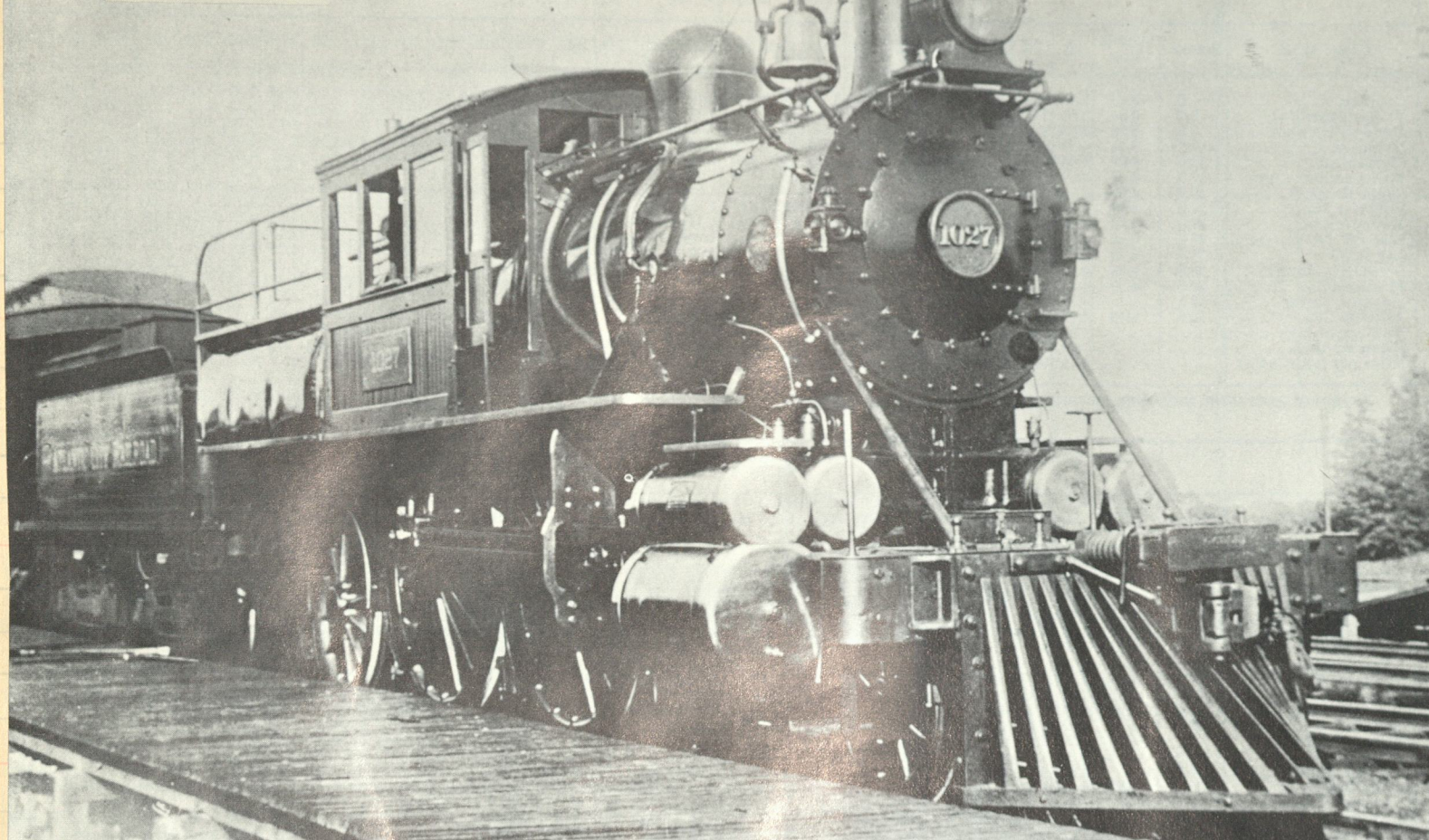
Reblt 1916
P-5se 86"



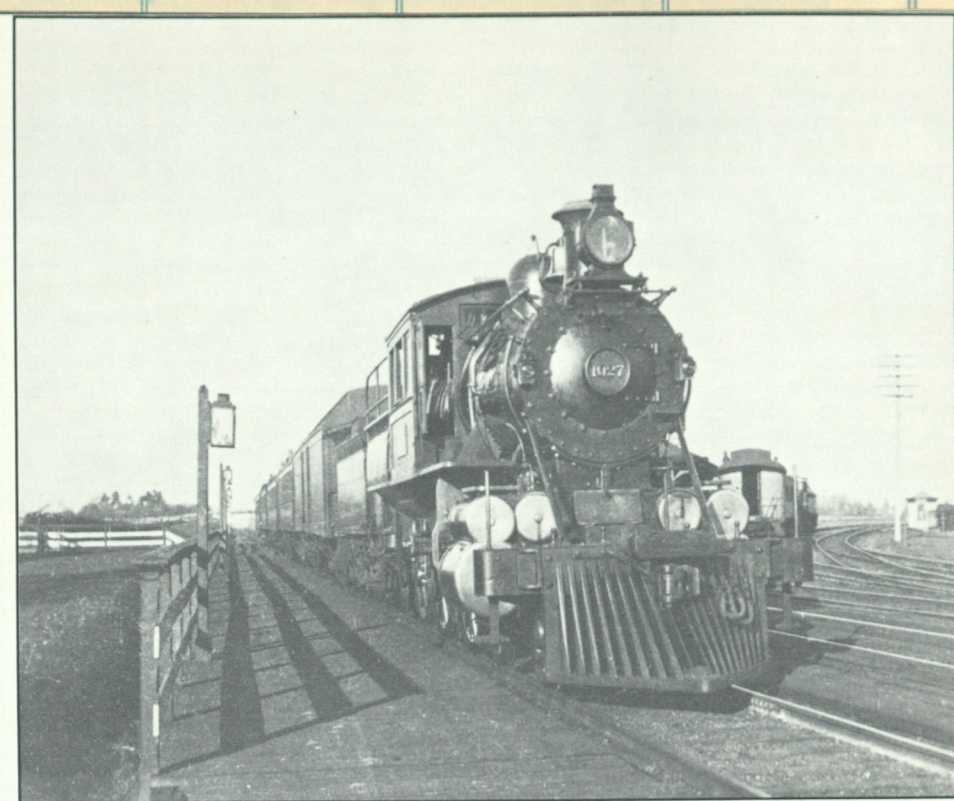
345-349
P-5b Blt 1906

Reblt 1915
P-5sd 80"

ATLANTIC CITY RAILROAD

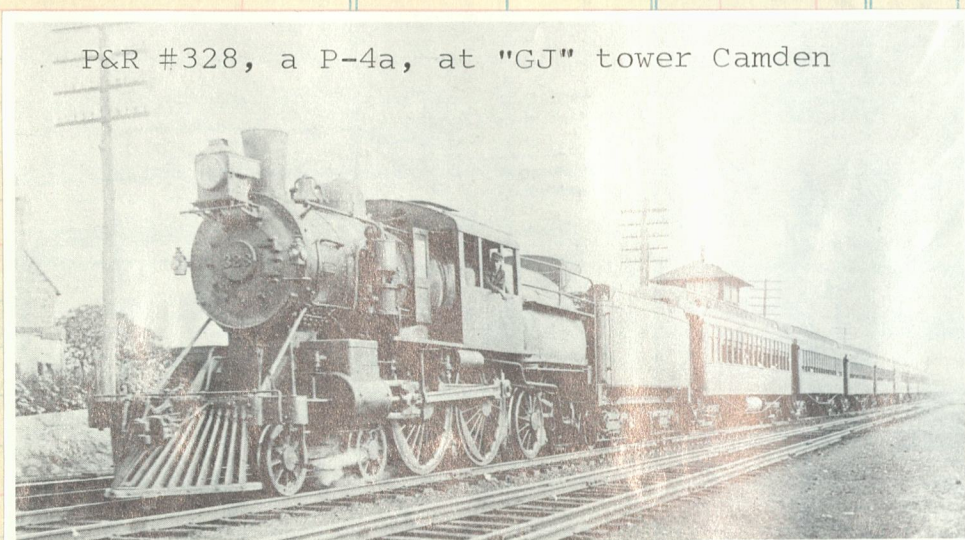


We are indebted to the late Mr. Somerville as he took this picture at Camden, N. J., just as the 1027 was about to make its 55½ mile dash to Atlantic City, N. J. in 1897.

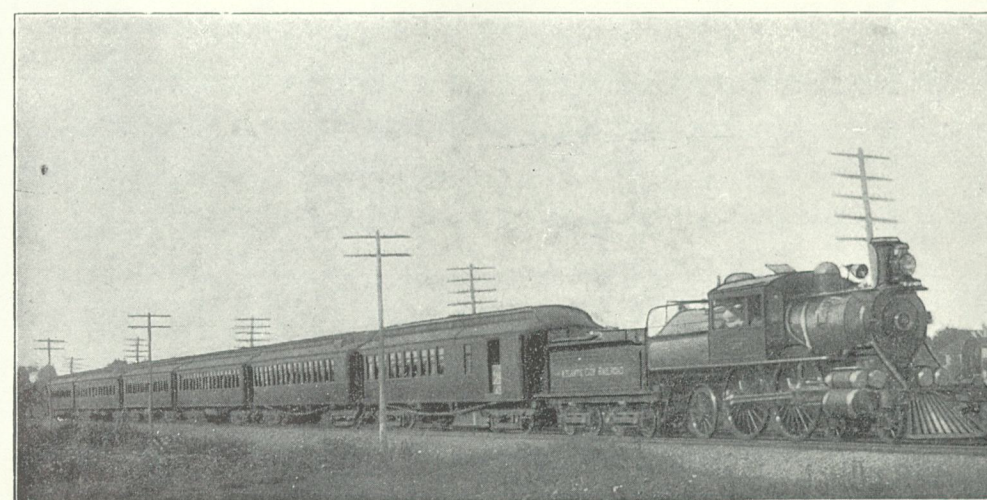


Collection of Donald Somerville
No. 1027 was photographed during the summer of 1897 by Frederick Somerville at Winslow Junction. This angle affords a good view of the Vaucain Compound cylinder arrangement.

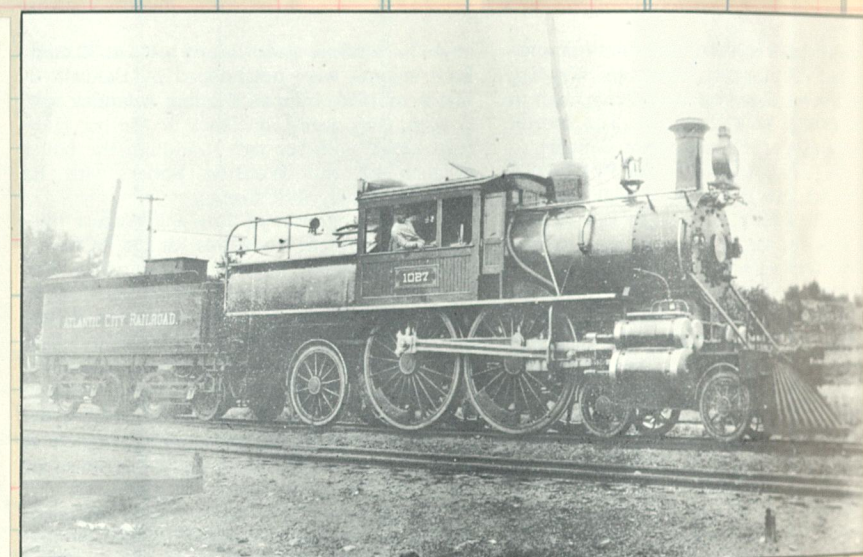
In 1896 Baldwin delivered two compound 4-4-2's, noed 1026 and 1027, that received national attention due to their consistent fast running between Camden and Atlantic City. Renoed P&R 25-ret 1927



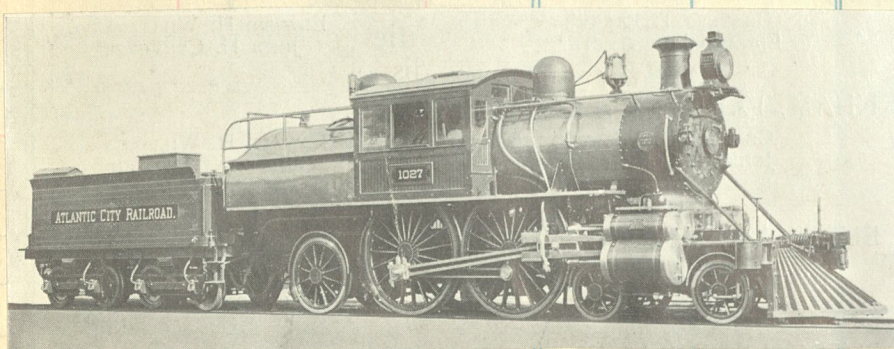
P&R #328, a P-4a, at "GJ" tower Camden



TRAIN NO. 25, ON THE ATLANTIC CITY RAILROAD, UNDER SPEED.



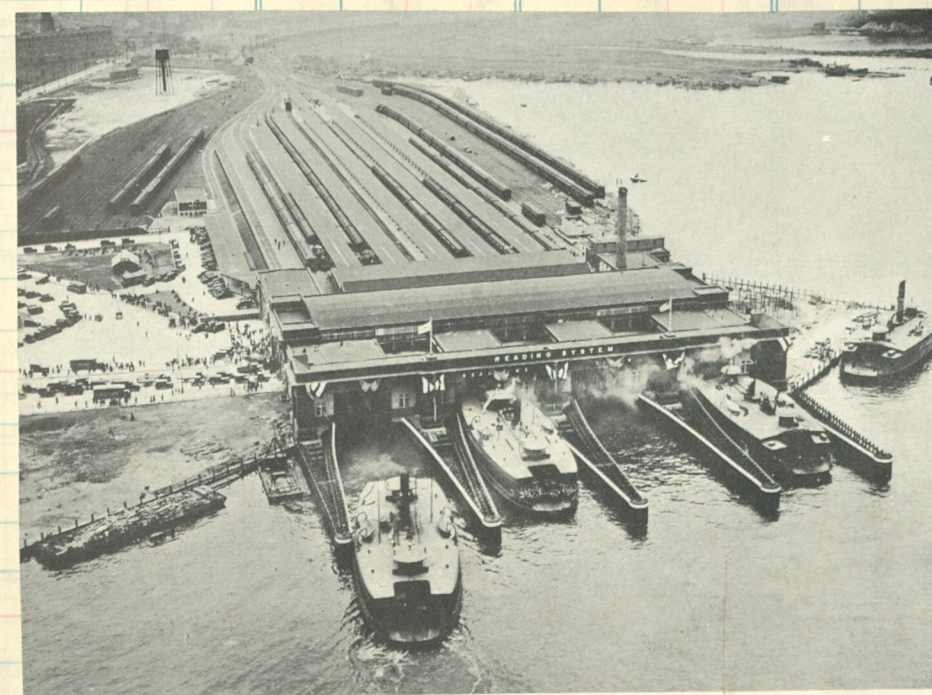
#322 P-3a



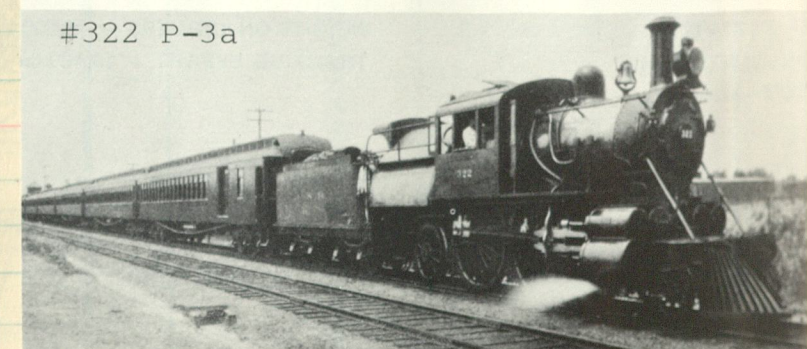
Atlantic (4-4-2) Type Locomotive for Passenger Service, Built for the Atlantic City Division of the Philadelphia & Reading Railway, 1896

Fitted with Vaucain Compound Cylinders. One of the fastest locomotives ever built.

Cylinders 13" & 22" x 26"
Drivers, diam. 84 1/4"
Weight, total engine 142,900 lb.



The Terminal of the Reading's Seashore Lines at Camden, New Jersey



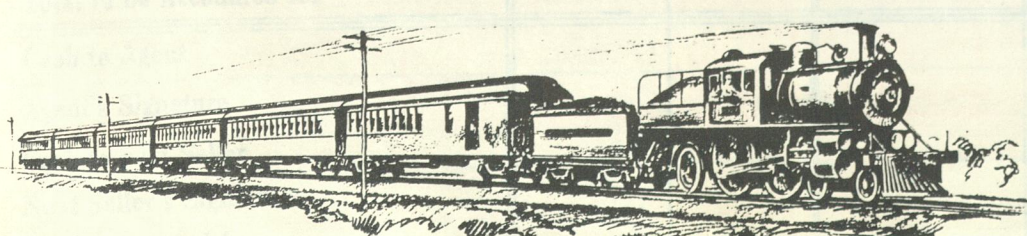
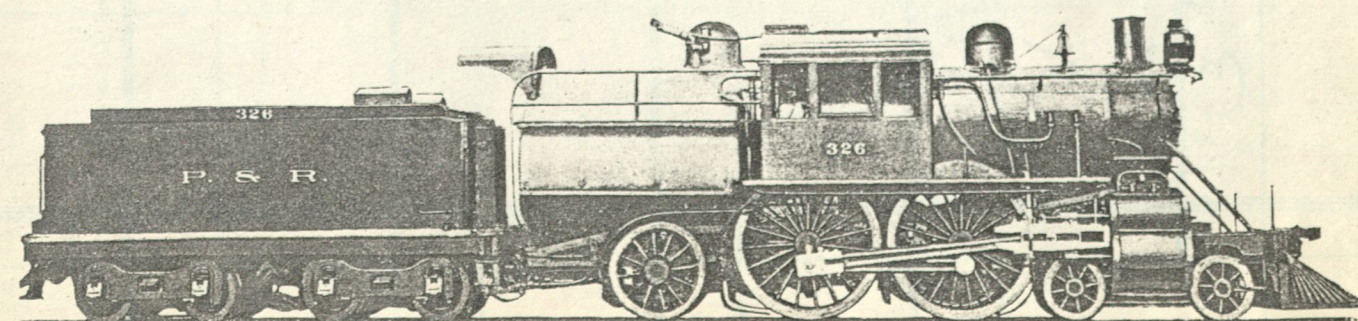
		LOCOMOTIVE 1027		JULY	
Stations	Time	Sec	Min	Sec	Min
Camden	0	3	48	3	50
West Collingswood	3	3	54	3	55
Haddon Heights	5	3	56	3	57
Magnolia	7	3	58	3	59
Clementon	12	4	02	4	03
Williamstown Jct	17	4	06	4	07
Cedar Brook	19	4	09	4	10
Winslow Junc.	24	5	12	5	13
Hammon	27	5	15	5	16
Elwood	38	4	20	4	21
Egg Harbor	38	4	24	4	25
Burginette Junc.	43	4	28	4	29
Pleasantville	50	4	33	4	34
Meadow Tower	53	4	37	4	38
Atlantic City	55	4	40	4	41
Number of Cars	5	5	5	5	5
Passengers carried	196	260	34	138	128
Running Time	48	47	47	48	48
Miles per hr. (avg)	69.3	69.7	70.1	70.8	69.3

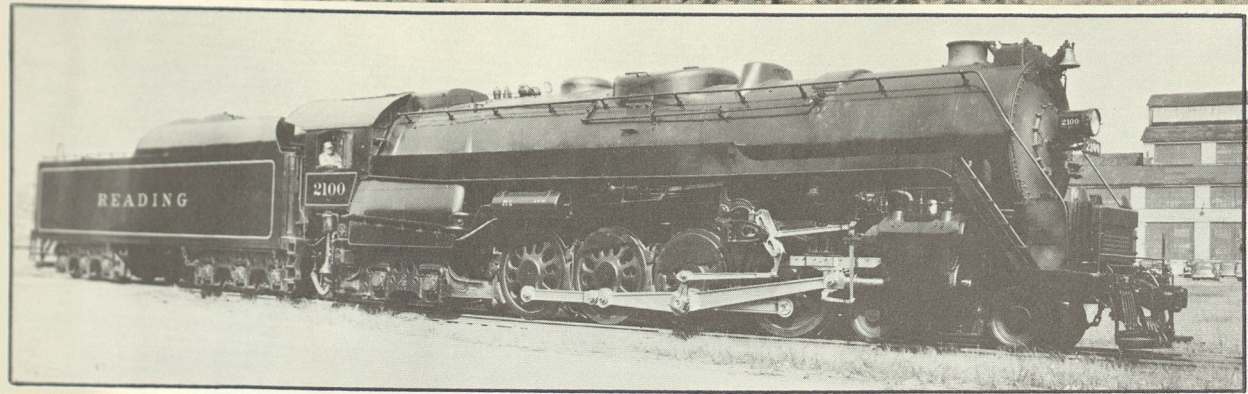
		AUGUST	
Stations	Time	Sec	Min
Camden	0	3	48
West Collingswood	3	3	54
Haddon Heights	5	3	56
Magnolia	7	3	58
Clementon	12	4	02
Williamstown Jct	17	4	06
Cedar Brook	19	4	09
Winslow Junc.	24	5	12
Hammon	27	5	15
Elwood	38	4	20
Egg Harbor	38	4	24
Burginette Junc.	43	4	28
Pleasantville	50	4	33
Meadow Tower	53	4	37
Atlantic City	55	4	40
Number of Cars	5	5	5
Passengers carried	252	238	265
Running Time	46	47	48
Miles per hr. (avg)	71.2	70.1	69.3

Performance record of Trn #25 July-August 1897

322-327 P-3a c/n 17767
to P-3c [as shown] 1904
to P-3d in 1916

Baldwin 1900





#2100 rebuilt from 2-8-0 #2045 at Reading Shops in 1945



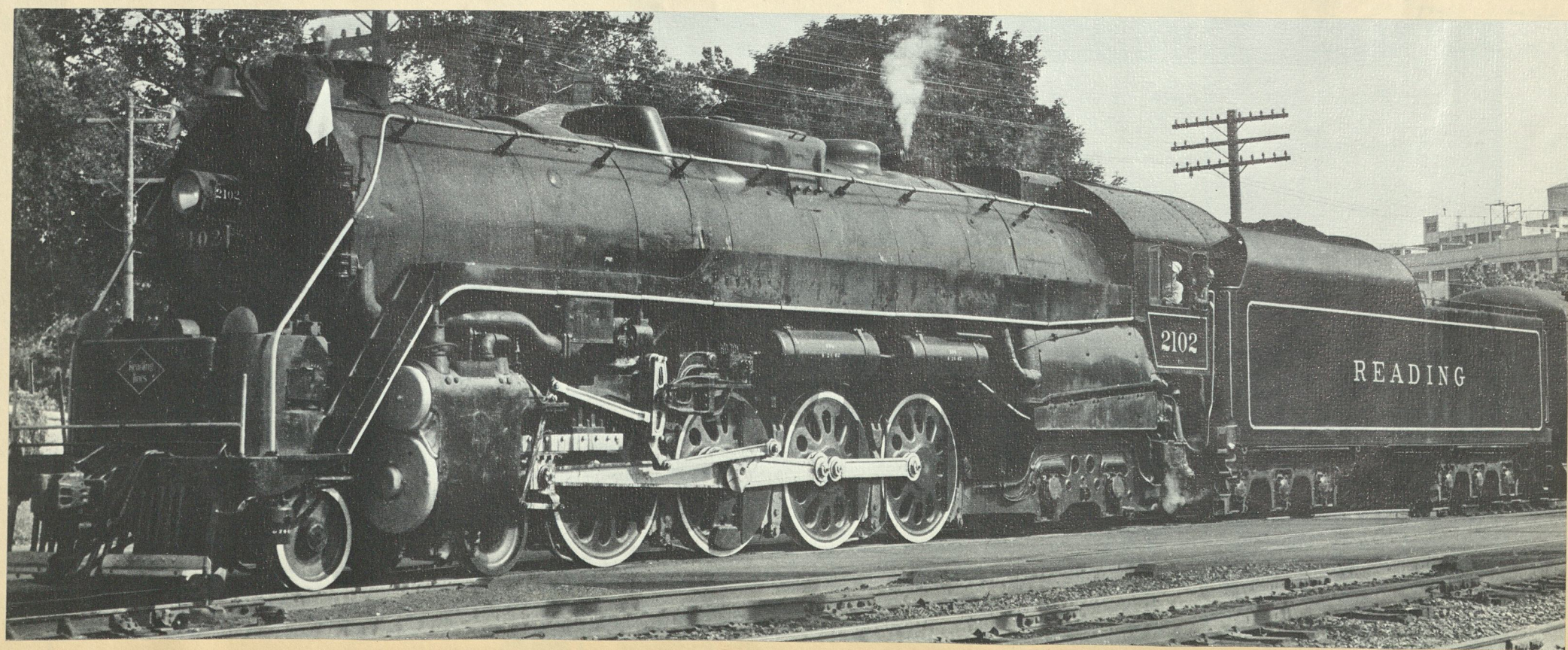
Steam at its best

Announcing Fall Schedules

Via No. 2124, (4-8-4) Reading Railroad
1959

**Iron Horse
Rambles**

Pat Clinton





Clearing Away the Wreckage (P. & A. Photo)

Disastrous Derailment at Winslow Junction, N. J.

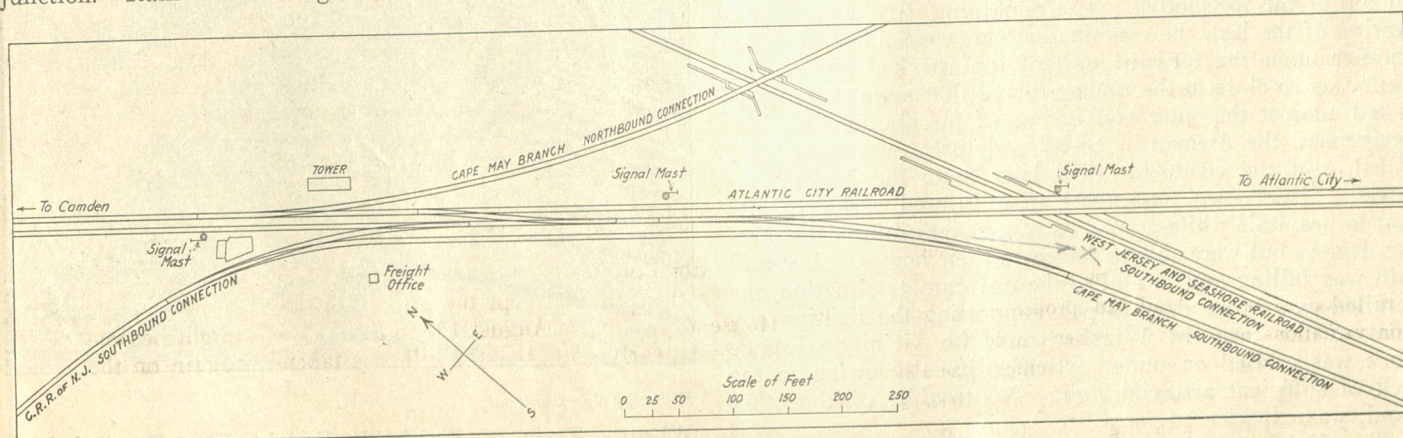
Reading's Atlantic City Express Wrecked at Seventy Miles an Hour by Entering Turnout Too Fast

A DERAILMENT OF a fast passenger train of the Atlantic City Railroad of the Philadelphia & Reading carrying 90 passengers at Winslow Junction, N. J., at about 11:20 p. m. (Eastern Time) on July 2, resulted in the death of seven persons and the serious injury of 32 more. Train No. 33 running from Camden, N. J., to Atlantic City, a distance of 55.5 miles in a scheduled time of 1 hr. 5 min. with three stops, was about five minutes late and when running at about 70 to 75 miles an hour entered a diverging track, the switch being set for a branch in error, and was derailed with disastrous results. In the belief that a train of empty passenger coaches which passed a short time before was No. 33, the towerman had set the switch for the Cape May branch, expecting a freight train which follows No. 33 and which was at that time occupying a siding above the junction. Rain was falling at the time and the engineer

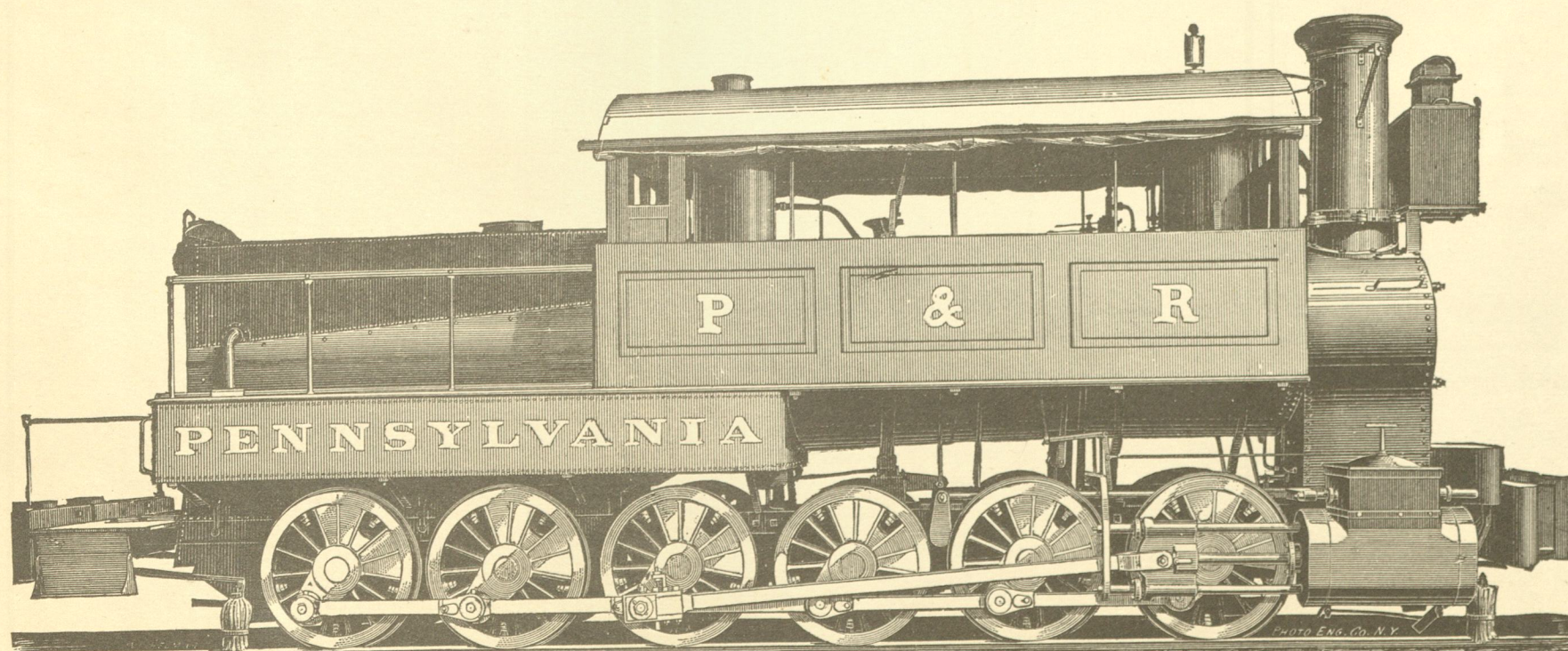
of No. 33 evidently missed the distant signal. Train No. 33 consisted of one Pullman car, a combination baggage and day coach and four passenger coaches, all of which were, according to the statement of the railroad, of steel. The locomotive was a "camel-back" of the Atlantic type.

Winslow Junction is located 24.5 miles from Camden and is the point of divergence of the Cape May branch to the more southern Jersey seashore resorts. The Pennsylvania Railroad (West Jersey & Seashore) also operates over this branch reaching it through a connection mentioned later. From Camden to Atlantic City, the Reading's line is double track, rock ballasted, laid with 100-lb. rail, has but slight grades and maximum curvature of one degree. It has a complete installation of automatic block signals—enclosed disks.

The turnout for the Cape May branch is the Reading's



Track Layout at Winslow Junction

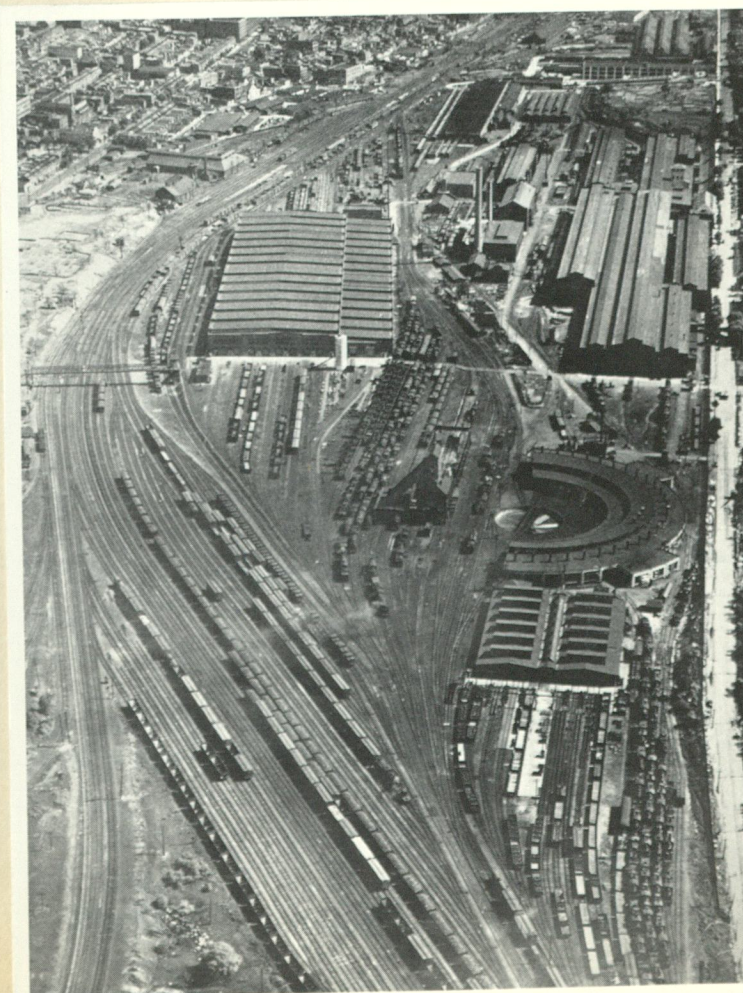


Designed by James Millholland for pusher service on the one mile Falls Grade
Built at the Reading Shops Sept. 1863, c/n 52



P. & R. Philadelphia Division Baseball Team Which Won the Cup Offered by President Dice 1923

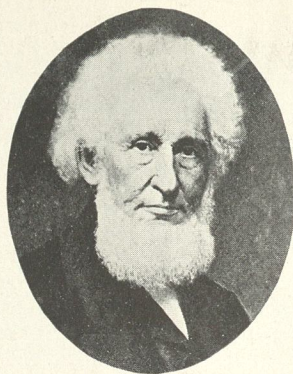
Reading Railway System



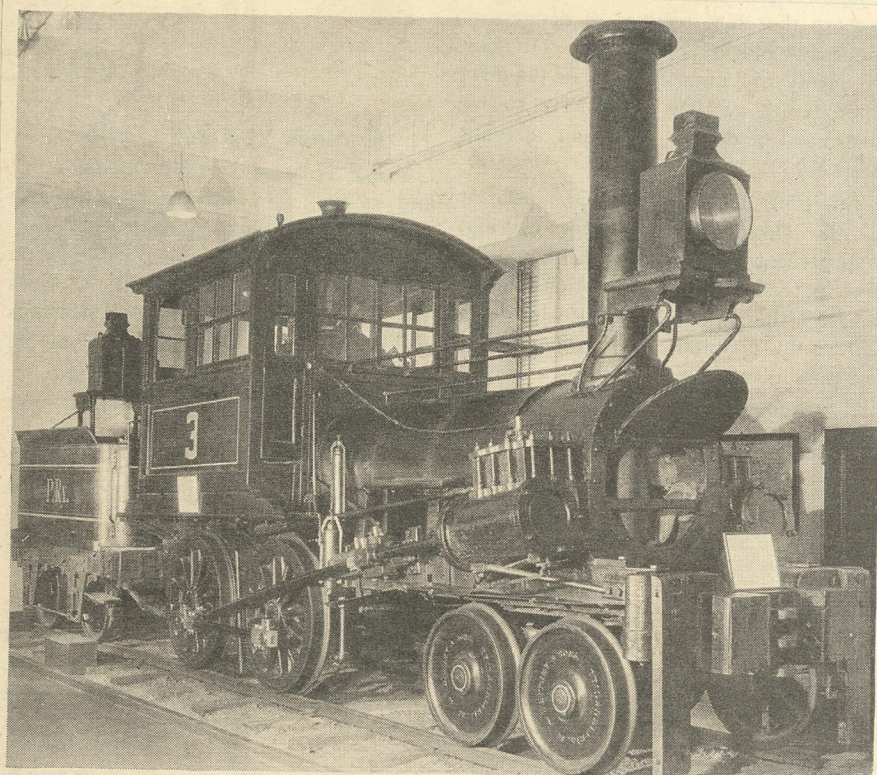
The shops at Reading

Conspicuous among the early locomotive builders was Ross Winans, who has been characterized as "one of the strongly marked men of his generation." He was born in Vernon, New Jersey, on October 16, 1796, and at an early age showed inventive genius and great interest in steam-propelled machinery. Mr. Winans is mentioned as Assistant Engineer of Machinery in the Fifth Annual Report of the Baltimore and Ohio Railroad, in 1831. Shortly afterward he entered into partnership with George Gillingham, under the firm name of Gillingham and Winans, and took over the Baltimore and Ohio Shops at Mount Clare, Baltimore, where the firm built and repaired locomotives and cars.

About 1843, Mr. Winans erected in Baltimore what was then considered to be the largest locomotive building establishment in the country. Here he built locomotives until 1860, and established a great reputation due to the power of his engines and the ingenuity of his designs.



ROSS WINANS



EARLY TYPE LOCOMOTIVE AT FRANKLIN INSTITUTE

This locomotive was the first to which several successful principles of construction were applied, as related in the news article, "Real Engines Record History," in this issue of the JOURNAL. It was lent for the exhibit by the Reading Railroad.



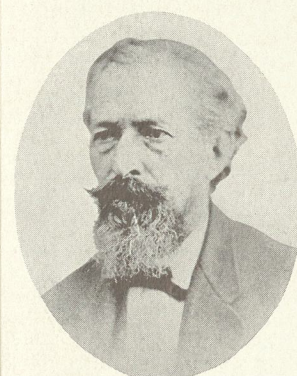
One of the early HALL signals at Rutherford, Pa.

F. Ray McKnight
8835 S.W. Hazelvern Way
Portland, OR 97223

JAMES MILLHOLLAND and his ANTHRACITE-BURNING LOCOMOTIVES

In 1848 the Motive Power Department of the Philadelphia and Reading Railroad was placed under the supervision of James Millholland, who was appointed Master of Machinery, succeeding Lewis Kirk. Millholland was born in Baltimore, Md., on October 6, 1812, and showed early proficiency in mathematical and geographical studies. He assisted in the construction of the *Tom Thumb*, the first railway locomotive built in the United States, placed in service on the Baltimore and Ohio Railroad in 1830. While connected with the Allaire Iron Works of New York,

he had valuable experience in the design and construction of marine engines. He made many valuable improvements in locomotive design during the 18 years he was connected with the Reading.



JAMES MILLHOLLAND

In 1852, Millholland patented a boiler which was especially designed to burn anthracite fuel. It had two sets of tubes separated by an intermediate combustion chamber, and various other special features. This boiler, in modified form, was applied to the freight locomotives of the

Pawnee class, which were first built at the Reading Shops in 1852. The *Pawnee* class is represented here by the *Tennessee*. These locomotives were of the 2-6-0 type, with a single pair of leading wheels placed back of the cylinders and held rigidly in the main frames. The boiler had two steam domes, with a double-seated throttle valve in the forward dome. The valve gear was of the Gooch type, with suspended links; and there were double slide valves in the steam chests, the steam passages being as short as possible.

Contemporary with the *Pawnees* were two fast passenger locomotives, the *Illinois* and the *Michigan*. These were of the 4-4-0 type with driving wheels seven feet in diameter, which were of wrought iron, forged by hand in the Reading Shops. The Stephenson link motion was applied, with the links placed outside the connecting rods and operated by double return cranks instead of eccentrics. The accompanying illustration on the opposite page, which is reproduced from a drawing of the *Illinois*, shows some of the interesting features of the design.

Both the *Pawnee* and *Illinois* classes represented admirable workmanship and well designed details. However, the boilers, with their intermediate combustion chambers and other special features, did not steam satisfactorily. Millholland profited by his experience with these locomotives, and his subsequent boiler designs, which were far simpler, showed a great improvement in efficiency and steaming capacity.

In the period between 1859 and 1870 The Philadelphia and Reading Railroad Company commenced the systematic expansion which has resulted in the development of the present Reading System. In that period, the Company acquired, through purchase or lease, branches extending generally to Lancaster, Shamokin, Allentown and Pine Grove, Pa., with an aggregate length of 481 miles.

Between 1870 and 1880, the System was further extended to Williamsport, Rockville, Bethlehem and Chester, Pa., and Bound Brook, N. J., by the acquisition of additional branches with an aggregate length of 303 miles.

Expansion between 1880 and 1890 extended the road to West Milton, Slatington, Catasauqua, Middletown and Shippensburg, Pa., and Port Reading, New Jersey, when branches 186 miles long were acquired through lease or otherwise.

Gettysburg, Newtown and New Hope, Pa., were reached between 1890 and 1900, when 115 additional miles of line came under the control of the Reading.

Through the acquisition of the Philadelphia & Chester Branch and the Chester & Delaware River Railroad, the Philadelphia & Reading Railroad Company secured vast terminals extending along the Delaware River waterfront from Philadelphia through Chester to Marcus Hook, Pa.

Connection with the New York Central and Erie Railroads at Williamsport (Newberry Junction) was originally secured by the lease of the Catawissa Railroad. This opened up the route which has proved of great and increasing importance for the movement of traffic between the Eastern Seaboard and the West. The capacity of this route was greatly increased by the construction of the Shamokin, Sunbury & Lewisburg Railroad, which provides a short, direct route from the upper anthracite region on westbound traffic.

The Philadelphia, Harrisburg & Pittsburgh Railroad secured a connection at Shippensburg with the Western Maryland Railway and Cumberland Valley Railroad, now Pennsylvania Railroad,

and opened a new route for the handling of traffic between the Atlantic Seaboard and the West, Southwest and Southeast.

The construction of the Port Reading Railroad and its extensive terminal at Port Reading, N. J., on the Arthur Kill, provided an outlet in the New York Harbor section for the distribution of bituminous and anthracite coal.

Reading Company was incorporated on May 24, 1871, as Excelsior Enterprise Company. In 1873 the name of the Company was changed to National Company and by Decree of the Court of Common Pleas, Philadelphia, Pa., entered December 7, 1896, the name was again changed to Reading Company.

Merger of Reading Company and Subsidiaries

On October 1, 1923, Reading Company entered into an agreement with:

Philadelphia & Reading Railway Company,
The Chester & Delaware River Railroad Company,
Middletown & Hummelstown Railroad Company,
The Rupert & Bloomsburg Railroad Company,
The Tamaqua, Hazleton & Northern Railroad Company,
The Norristown Junction Railroad Company,
The Philadelphia & Frankford Railroad Company,
The Philadelphia, Harrisburg & Pittsburgh Railroad Company,
The Schuylkill & Lehigh Railroad Company,
Shamokin, Sunbury & Lewisburg Railroad Company,
New York Short Line Railroad,
Norristown & Main Line Connecting Railroad Company,
and

Reading Belt Railroad,

for the merger of the several companies into Reading Company. Through this merger Reading Company became the operating Company and assumed operations January 1, 1924.

The Central Railroad Company of New Jersey

The Reading and the Jersey Central have been closely allied for sixty years or more for the records indicate that a through

traffic arrangement was made between those companies for the handling of oil and other products as early as 1870.

Upon the construction of The Delaware & Bound Brook Railroad and the Delaware River Branch of The North Pennsylvania Railroad, in 1874, both leased lines of Reading Company, a through route was established with the Central Railroad of New Jersey between Philadelphia and New York. The trains of each company used the tracks of the other. This New York service still continues.

On June 1, 1883, the relation between the Companies had become so interdependent that a lease was made of the Central Railroad of New Jersey to The Philadelphia & Reading Railroad Company. For financial reasons, this agreement was in effect only until January 1, 1887.

In 1901, Reading Company purchased a majority interest in the capital stock of the Central Railroad Company of New Jersey in order to further continue the traditional policy of close association of the Reading with the Jersey Central, which was successful from the start of its operations in developing a heavy and valuable traffic in bituminous coal and general merchandise through the Williamsport and Shippensburg gateways. The continuance of this traffic and the profitable handling of the Reading's local traffic to New York and adjacent points depended upon friendly cooperation and close relationship with the Jersey Central in the use of its important terminals. The Reading and the Jersey Central have continued their joint policy of keeping their terminals open to all connections on fair terms.

Electrification

Construction work was started early in 1929 on electrification of suburban lines from Philadelphia to Doylestown, Hatboro, West Trenton and Chestnut Hill. Electric train service from Philadelphia to West Trenton, Hatboro and Doylestown was

inaugurated on July 26, 1931. In 1931, electrification of the line to Norristown was begun, and on February 5, 1933, electric train service to that point and to Chestnut Hill was commenced. Total electrified first track mileage is 84.07.

Mileage

On December 31, 1939, Reading Company owned, leased, operated and jointly controlled 2,616.90 miles of first track railroad. Mileage of all tracks is 6416.23. The Reading offers shippers on its line Nationwide freight service through interchange of traffic with its various rail connections at 76 junction points. Its Port Richmond Terminal in Philadelphia is considered the largest single tide-water terminal in the country.

The Reading maintains through passenger service between Philadelphia and Wilkes-Barre, Scranton, Binghamton, Syracuse, Ithaca, Buffalo, Rochester, Niagara Falls and Toronto, with the Central Railroad of New Jersey, Lehigh Valley Railroad and the Canadian National Railways.

Between Philadelphia and New York, the Reading in conjunction with the Central Railroad of New Jersey sets new standards of service. *The Crusader*, one of the most beautiful trains in the world, is leader of a fleet of fast, frequent trains between these metropolitan centers. Terminals in New York are at Liberty Street and West 23rd Street.

Equipment

On December 31, 1939, Reading Company owned the following equipment:

Class	No. of Units
Locomotives	728
Passenger Train Cars:	
Passenger	682
Baggage, etc.	131
Freight Train Cars	33,428
Floating Equipment	73
Work Equipment	498

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